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TOPICS - OF - THE - DAY

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THUGGERY IN OUR CITIES

AMERICA'S BIG CITIES seem to be the new battle-ground of banditry, which popular thought formerly associated with Mexico and our own "Wild West." By a strange perversion of the holiday spirit it makes its most flagrant showing at the Christmas season, police officials report.

"I found myself facing Christmas without money," exclaimed a former security salesman, arrested for the murder of an elderly New York jeweler in the course of an attempted daylight robbery. On December 22 New York's "San Juan Hill" section was the scene of a hold-up and gun-fight which resulted in the killing of one bandit and the wounding of another. The next day the news columns reflected even greater activity on the part of New York bandits. A hold-up man was killed and two detectives wounded in an attempted cigar-store robbery; a gang shot and killed a Bronx café proprietor; and shots were fired in hold-ups on the Bowery and in Brooklyn. Altogether, reports the New York *Tribune*, the three days preceding Christmas witnessed at least thirteen hold-ups in the metropolis, with accompanying casualties totaling four killed and six wounded. "It is admitted at Police Headquarters," reported the New York *Times* at the year's end, "that recent hold-ups and acts of violence in the city's streets and business places exceeded all previous records for a similar period, including the 'crime wave' of a year ago." But to balance against this we have the assurance of New York's newly elected district attorney, Joab H. Banton, that "the crime wave is receding," that there are "fewer violent crimes to-day than a year ago," and that "New York is the best big city in the world."

In the same interview, however, Mr. Banton recognizes the existence of a "world-wide" epidemic of crime since the war; and he explains that it becomes more acute around Christmas because "the criminals know cash is in the till and they will get a return for their effort." That the epidemic is at least nation-wide is evident if we glance at the press of other American cities. The headlines reproduced herewith were gleaned during the holiday season from papers ranging from Boston to Sacramento. Chicago dispatches tell us that murders in that city averaged nearly one a day throughout 1921, and that "the first day of the new year in Chicago was marked by a score of crimes, including the shooting to death of one man and the theft of jewelry valued at $10,000 from two couples who were kidnapped by automobile bandits." We read further that the burglars, safe-blowers, pickpockets and highwaymen of Chicago captured money and loot during 1921 amounting to nearly $4,000,000, of which they succeeded in retaining $2,250,000. From Atlanta comes the cry that "present conditions are intolerable"; and in *The Constitution* of that city, dated December 28, we read: "Not a day passes without its quota of safe-blowings, burglaries, highway robberies, etc., and scarcely a night without its shootings, stabbings and killings." Says the New Haven *Journal-Courier:*

CROOKS ADMIT ROBBING TO PAY LAWYERS' FEES
THE SACRAMENTO BEE
PUBLISHED DAILY EXCEPT SUND
VOL. 130
Chicago Bandits Usher In 1922 With Many Crimes
Kill Storekeeper, Kidnap Two Couples in Auto and Rob Them of $10,000 in Gems
2 Chinese Slain; White Wife of One Missing
Orientals Found Hecked to Death With Cleaver in West Side Rooms Where Girl Often Was a Visitor
BANK BANDIT SUSPECT DIES, TWO OFFICERS SHOT IN FIGHT
Robber Kills Gem Dealer; Shoots Wife
Wounded Woman Fights Slayer of Aged Husband in Home; Gives Alarm That Leads to Capture
Guard Kills Look-Out as Bandits Flee
Negro Marksman Halts 6 Who Rob Woman Attache of San Juan Hill Tenement Office of $800
THE CHICAGO
352 MURDERS IN YEAR;
Two Killings In City-Wide Bandit Raids
Boston
STON, WEDNESDAY MORNING, DECEM
2 Slain and 2 Shot in Battle Of Thugs and Bank Helpers
Bullets Fly When Pearl River Cashier Resists Gunmen and Bandits Flee Without a Dollar
THIRD MARANGI BROTHER IS SHOT
Wounds Robber as He Falls and Dies
Leo Attacked in Crowded Poolroom Near Station 1

HOLIDAY HEADLINES.

"It may not be a crime 'wave' that is sweeping the country, but it can scarcely be denied that crime is more rampant than it has ever been; criminals are more resourceful and desperate, aided as they are by modern inventions capable of being applied to criminal indulgences, while the protecting arm of the government is raised with feebler resistance."

How are we to explain this alarming growth of thuggery in our big cities? By the wide-spread disregard for life and property born of the World War, say many. By the greatly increased chance of making a "getaway," which results from the use of the automobile by modern bandits, say others. By the abuse of the bailing privilege and the suspended sentence, and by the

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generally antiquated and inefficient methods of our criminal courts, say still others. The periodicity of urban crimes of violence is explained by the Seattle *Times* by the theory that "cold weather drives the seeker after 'easy money' into the centers of population, where, the competition between opposing bands of crooks being sharp, desperadoes resort to extraordinary

I'LL GIT RIGHT BACK ON DE JOB SO'S I KIN PAY YOU'SE DE EXPENSES OF KEEPIN' OUT OF JAIL !!
THIS IS THE 4th TIME I ARRESTED HIM AND THE 4th TIME HE GOT OUT ON BAIL !!
BAIL
COURTS
BONDING COMPANY
CRIMINAL
POLICE
BRANNER

SOFT FOR THE CROOKS.

—Branner in the New York *Daily News*.

tactics in order to obtain loot." The popular theory that by far the greater part of the crime in this country is committed by aliens does not seem to be entirely supported by the evidence. Says the Detroit *Free Press:*

"The fact is that, taking the country as a whole, the statistics of crime fail to show that foreign-born people are any more criminal than natives. Some years ago, figures were gathered indicating that in the entire United States the foreign-born prison population constituted 23.7 per cent. of the whole. The foreign-born males over 15 years old in the country constituted 23 per cent. of the class as a whole.

"This shows a slight excess of criminals among foreigners, but when it is remembered that there is an abnormally large per cent. of single men among foreigners and that they are likely to be young and poor, the difference is too small to prove anything."

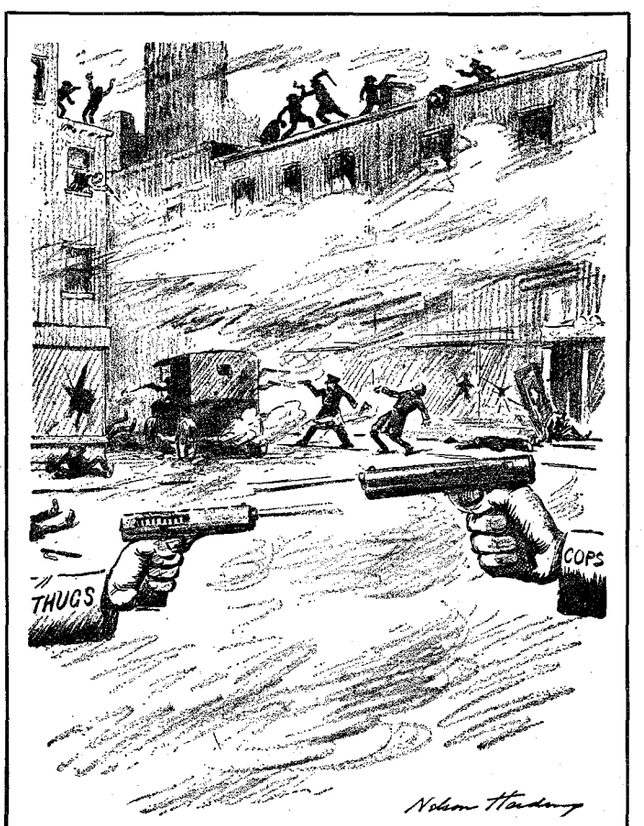
In New York, according to such authorities as Police Commissioner Enright, Chief Magistrate McAdoo and Judge Rosalsky, we have an orgy of thuggery because we "coddle" our criminals. After reading to a representative of the New York *Times* a list of well-known criminals who had either been released on bail or freed by suspended sentences, Commissioner Enright said:

"Such cases as these add greatly to the difficulties of police work at such times as the present. There should be some remedy for the ease with which old criminals get bail, often for the purpose of escaping the 'line-ups' and identification, or to renew their criminal activities. The records of these men are furnished by the police, records based on facts which should not be ignored, and yet the offenders go free, and the rights of the citizen and question of the safety of property apparently are overlooked in disposing of such cases. . . .

"Society should see to it by notifying parole boards, probation societies, prison associations and all the uplift groups that they must keep hands off known criminals and leave them to the proper penalties provided by law."

Judge Rosalsky of the Court of General Sessions sounds a similar warning when he points out that "societies originally formed for the purpose of trying to reform criminals now seem to be trying to reform the sentences imposed by judges." In the anomalous situation which has resulted, says *The Times*, the law and its administration sometimes operate to "encourage and protect crime." "The renewed activity of the hold-ups and gun-carrying bandits, in the cases where they were arrested," says Magistrate McAdoo, "has shown that most of them have long records of bailing and skipping, not to speak of other legal mercies extended to them." He further states that "crooks with long records are escorted to the courts by agents of bonding companies who without hesitation bond them anywhere from $1 to $100,000, and at once." Another factor that increases crime in New York, he says, is the absence of any New Jersey law corresponding to New York's Sullivan law, which forbids carrying concealed weapons. He criticized the "suspended sentence" in the case of confirmed criminals, but warned against confusing this with "probation," which, he said, produced excellent results. A reporter for the New York *Globe* cites the following case of abuse of bail, told him by Chief Inspector Lahey of the Police Department:

"A man had been arrested three times this year, and three times had his bail ready. All three cases were awaiting trial against him. A few weeks ago we again caught him red-handed at a hold-up trick. Somewhat surprized, I asked him what he was up to, trying another trick while out on bail in three cases. His answer was that he needed the money to pay his bail bonds and his lawyer."



THE BATTLE OF NEW YORK.

—Harding in the Brooklyn *Eagle*.

To quote the *Globe* interviewer further:

" 'Fall money,' said Inspector Lahey when an explanation of this term of the underworld was requested, 'is the boodle' which every clever crook always has stowed away to provide his bail bond when it is needed. The old-timer would no more think of touching that money than of flying, even were he starving. That

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money, or possibly the amount may be in jewels, is often deposited long before 'a trick is pulled.' Then if the crook 'falls,' as they call it, he has his bail instantly at hand.

"But what of the bond people? Do they knowingly encourage crime by accepting such retainers?' he was asked.

" 'Some of them do,' shot back the inspector, 'and they should be driven out of business. In any event, the old-time bandit, the expert, is always prepared, while the novice is not. That's why the new man goes to jail and out of harm's way.' "

Commissioner Enright agreed in declaring that the ease with which criminals get bail is the prime factor in the growth of outlawry in New York. The Commissioner also stated that the modern city bandit is more dangerous than the old-time criminal:

"The hold-up or burglar is desperate. He does not care a snap of his finger for life. He often pulls the trigger even before the owner has had a chance to show any fight. In this respect I am free to say that the present policemen of this city have had to be braver than their predecessors, and I mean no disparaging comparison when I say that. Our records will show more policemen killed by crooks this year, more badly wounded, than in past years. They have accepted the challenge in a way that deserves the greatest public praise."

Some way must be found to thwart these high-handed criminals, declare many papers, or the citizens will be forced to revive the old frontier expedient, the vigilance committee. Edward Swann, who has studied the problem in New York for fourteen years as Judge of General Sessions and as District Attorney, urges the appointment of a State Commission to investigate the subject as a whole and to propose thoroughgoing remedies. Of the present situation he says:

"There has been what has been called a 'crime wave' that is common to all of the civilized world, possibly produced by the demoralization incident to the great war. The procedure for the administration of the criminal law has not kept pace with these developments and is out of step with the march of progress. As business conditions have become more complex and modern transportation more rapid, the ingenuity of organized bands of criminals has kept pace with those modern conditions, while the machinery for the administration of the criminal law lags behind.

"The rapidity of the modern 'getaway' by the use of the motor car and the greater facility in our crowded centers of population for the fabrication of the alibi, which is now prepared in advance by associations of criminals require that legal machinery be modernized to cope with changed conditions. No one person can suggest an adequate and complete remedy."

New legislation should be enacted to check the abuse of the bailing privileges by the bonding companies, says Magistrate McAdoo. He would compel persons engaged in giving bonds to be licensed, and would restrict their compensation to 3 per cent. of the amount of the bond given. Under present conditions, he says—

"Some bonding houses hire agents who are in close touch with the criminal world, if they are not criminals themselves, and who know that a crime is to be committed.

"Many bonding houses have accepted and undoubtedly do now accept stolen property as collateral.

"In many cases bonding houses take no collateral against their bonds, but accept the 'underworld security' of the promise of crooks that they will 'see to it' that the criminal on bail will appear when wanted.

"The bonding agent in many instances is looked upon by crooks as a friend, and he often is, ready to go the bail of the arrested criminal up to any amount before the ink is dry on the commitment papers."

Indorsing Mr. Swann's suggestion of a State Commission to deal with the whole subject of thuggery, the New York *World* remarks: "It is obvious that the criminals are getting the better of the authorities in a disquieting proportion of cases, and that the old-fashioned criminal law is cracking under the strain of modern conditions. The entire system should be revised."

RUM GRAFT

TWENTY-EIGHT DEATHS FROM WOOD ALCOHOL and other poisonous liquors in New York City alone and a score more throughout the country; the indictment of a former Prohibition Director for New York State and the former secretary to Governor Whitman in a $10,000,000 rum plot; the interception by the new Prohibition Director of $2,000,000 worth of forged and counterfeited liquor permits—one day's business in a nation-wide conspiracy to defraud the Government—are a

HASN'T HIT HIM YET!

—McCarthy in the New Orleans *Times-Picayune*.

few of the more interesting holiday developments reported by the New York *Tribune* in connection with the enforcement of prohibition. According to government agents, $40,000,000 is a conservative estimate of the value of liquors that could have been withdrawn on permits that disappeared from the New York office in four months. Confederates in the New York prohibition office or in the Post-office Department, says the New York *Times*, make it possible for what is believed to be a country-wide bootleggers' organization to withdraw thousands of cases of liquor and thousands of gallons of grain alcohol. The signature of the Prohibition Director has been duplicated to perfection, we are told, and other counterfeits and forgeries include form letters, departmental envelopes, registry receipt slips and return postcards. Meanwhile, smuggling over the Canadian border continues, altho the agents at one crossing—Rouse's Point, N. Y.—report the seizure of 117 liquor-laden automobiles during 1921. "Canada's liquor importations for 1920 were valued at approximately $3,000,000; they were valued at more than $33,000,000 for 1921," notes the New Orleans *Times-Picayune*. "And Canada consumes a comparatively small share of this liquor," adds the Southern paper; "the rest is smuggled into the United States and distributed by bootleggers."

"How shall forging and counterfeiting permits, smuggling, and the domestic manufacture of liquors be met?" asks the New York *Evening Post*. In this paper's opinion—

"Violation of a law on this scale is not individual, but organized. It is nothing short of a vast business. The Government is en-

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gaged not in apprehending a person or a group of persons here and there, but in suppressing a profitable industry, so profitable that officials themselves occasionally take advantage of their position to conspire with those whom they are sworn to deliver to justice.

"If it were general, if it were nation-wide, it could be met in only one way—by repeal of the flouted law. But it is not general. All this tremendous machinery for making or smuggling and delivering liquor exists for a few spots on the map. New York, Chicago, San Francisco, Boston—places like these are as wet as they dare to be. But the great stretches of country in which

IT'S A HARD JOB TO KEEP HIM DOWN.

—Morris for the George Matthew Adams Service.

the mass of people live know of the spectacular battle between officer and bootlegger only as they know of any other distant event. Over most of the country Prohibition is a commonplace fact. The spirit of violation which is so conspicuous in a few centers like New York is absent from the rest of the country.

"How, then, shall the determined opposition to Prohibition in these places be met? By opposition as determined. Bootleggers will have to be convinced that the law is as energetic and as persistent as they. It must be made more and more difficult and dangerous to make or smuggle liquor. To suppose that in a fight to a finish the Government will be defeated and the bootleggers be triumphant is absurd. The only possibility of such a result lies in abandonment of the fight by the Government. The officials have an advantage in the very fact that the illegal traffic is localized. It is a matter of plugging up a few holes, one or two of which are inconveniently large."

Prohibition is rigidly enforced over nine-tenths of the United States, reports a Chicago research secretary of the Methodist Episcopal Church, after an investigation among some 20,000 heads of churches. Furthermore, he avers, the enforcement of prohibition has resulted in less crime and decreases in the number of arrests for drunkenness. We may therefore be assured, according to the Raleigh *News and Observer*, that—

"Prohibition of the use of intoxicating liquors for beverage purposes is here to stay. It has been written into the organic law of the American Union, and will remain as long as this nation continues to be a government for and by the people.

"Let no one be deceived by the well-organized propaganda conducted by those interests who for selfish reasons seek to break down the law. Their efforts will meet with the failure that they deserve. Failing to ridicule prohibition out of court they fell back on the ancient canard that prohibition does not prohibit.

"The people of the United States have outlawed whisky and other intoxicating drinks because these beverages brought in their trail such a multitude of evils that the conscience of a nation was shocked. The opponents of prohibition were decisively beaten after they had resorted to every device to postpone the coming of the day when liquor would be outlawed.

"Prohibition was adopted as a part of our organic law in spite of the most determined opposition, and will continue because the law-abiding, God-fearing people of America constitute the larger part of our population. They believe in law enforcement and will back the Government to the limit in putting the ban on whisky."

The Houston *Chronicle* then makes plain the duties of the people of whom Mr. Daniels writes in *The News and Observer*. Says *The Chronicle:*

"It appears not to have occurred to many people that any obligation rests upon them, as members of the body social and politic, to aid in achieving the end aimed at. They seem to think that because they do not favor the policy adopted by entirely constitutional and legal methods, in response to clearly manifested popular sentiment and desire, that not only are they absolved from any obligation to assist by precept or example enforcement of the law—the will of the people—but that, so far as is safe, they are at moral liberty to evade it and assist in its evasion; that if they can make strong drink without danger of detection they have the right to do so; that if they can buy it from those who make it unlawfully, they have the right to do so, and if they can help conceal the manufacture of and traffic in strong drink, they have the right to do so.

"Such conception of social duty and moral obligation is radically and viciously and harmfully erroneous. If it were sound, then the enforcement of every law would depend upon whether or not a part of the people approved it. No government, especially a Democratic-Republican government, could possibly exist effectively if such a conception found expression in its administration. If every man is not under both the legal and moral obligation to respect and obey the law, then the enactment of law is a futile formality.

"Prohibition of the manufacture and sale of liquor is not the result of any Presidential proclamation, or political platform, or judicial decree. It is the clear, definite, final determination of a majority of the people themselves, and in this country the people are sovereigns and are the repository of all power."

Other editors, however, have grave doubts about the efficacy of prohibition enforcement. The Baltimore *American*, for instance, tells us that there was a very large increase in drunkenness in Baltimore during 1921. Boston established a new record for holiday arrests for drunkenness on January first. More than two million rum prescriptions were issued in Chicago during 1921, says a news dispatch from that city, and we learn at the same time that during the year fifty-seven deaths were caused by bad whisky. Another example is found in New York, where 842 cases of alcoholic poisoning were admitted to one hospital alone. All of which leads the Springfield (Mass.) *Union* to remark:

"We were told that the ushering in of prohibition by constitutional amendment would serve not only to diminish drunkenness, but would cause a curtailment in all sorts of crimes and misdemeanors, on the theory that the abuse of liquor was at the bottom of most wrongdoing. Tremendous economic savings would be effected. Police forces could be reduced. Our overburdened courts would be relieved. Jails could be closed and the properties devoted to other purposes. In short, the nation was advised to prepare itself for a great variety of blessings.

"We have had nearly two years of constitutional prohibition and a considerable experience with the wartime variety, but for some reason that must be a bit puzzling and perhaps disconcerting to those who were so quick to usher in the millennium, the country has witnessed no noticeable improvement in the habits, customs or morals of the people. The saloon has gone, which we would count as a decided gain were it not for the blind tigers, the speak-easies and the bootleggers that have taken its place, none of which, of course, would exist except for the fact that an astonishingly large number of persons do not hold prohibition in deep reverence.

"Looking for that decrease in crime which prohibition was certain to bring about, we turn to the report of Chief Quilty of the Springfield Police Department with confident assurance,

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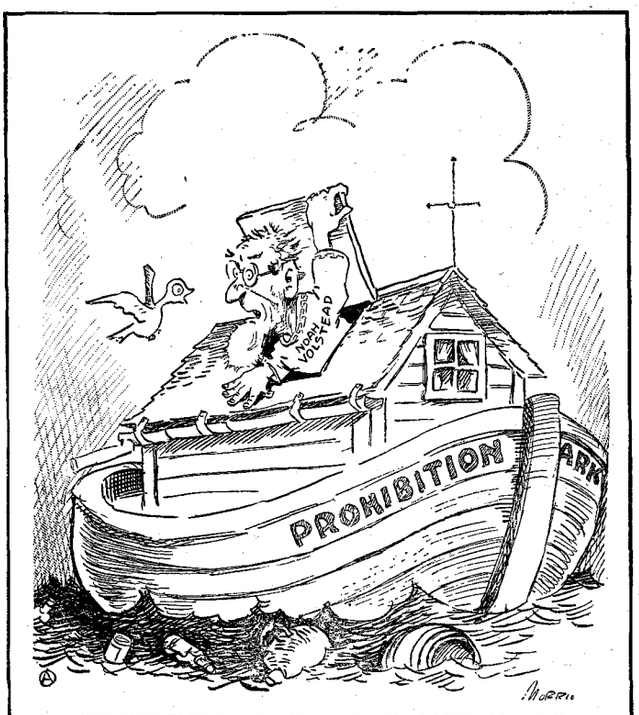
only to be grievously disappointed. There were 895 arrests for drunkenness, as compared with 619 in 1920 and 792 in 1919. On the basis of the actual figures, while drunkenness is evidently increasing with the facilities that have been developed for circumventing prohibition, the number of arrests is materially less than under the old régime of the licensed saloon. This does not mean, however, that there is actually less drunkenness, for police departments everywhere are not making arrests for this offense, except under extreme provocation, and furthermore, those who get drunk in speak-easies and blind tigers and kitchen barrooms are not turned loose to supply visible evidence of illegal liquor sales.

"While the foregoing affords a glimpse of Springfield police statistics under prohibition, and tends to show that the Eighteenth Amendment has not thus far, at least, worked any miracle in respect to human conduct, similar reports are coming from other cities.

"It is undoubtedly more agreeable to believe that prohibition is functioning as the Eighteenth Amendment and the Volstead Act intended it should function, but to encourage that belief merely for the sake of the satisfaction it affords, when the facts do not justify it, is the sheerest folly.

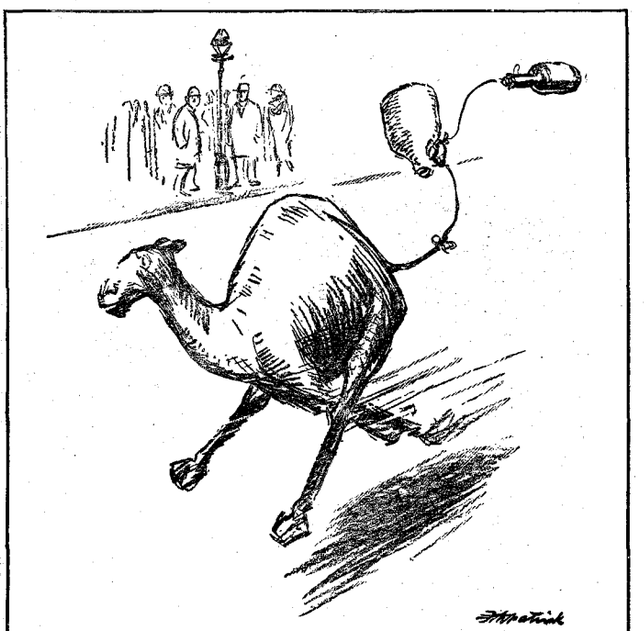
"If prohibition is not prohibiting, despite all the money that is being spent to make it prohibit, assuredly the advocates of prohibition want to know it in order that they may take proper action. Similarly, if it is breeding disrespect for other laws and weakening the force of constituted authority; if it is causing people to drink all sorts of vile concoctions, to the far greater detriment of their health than was ever occasioned by their indulgence in pure liquors and the milder forms of alcoholic beverages; if it is making us a nation of liars and hypocrites; if it is producing discontent among the masses by its apparent discrimination in favor of persons of means and influence—if it is actually doing these things, then the facts ought to be frankly recognized. Concealing the truth or denying its existence or glossing it over has never yet proved helpful to any cause or any reform, and merely because prohibition has been written into the Constitution is no reason why its working should not be discust with the same freedom that we discuss other matters pertaining to our fundamental law."

Coincident with this arraignment by *The Union* comes the indictment of the New York individuals for conspiracy. This is construed by the New York *World* as "further evidence that the enforcement laws as they stand tend to corrupt the officials who administer them." Continues *The World:*



"THERE ISN'T A DRY SPOT IN SIGHT, NOAH."
—Morris for the George Matthew Adams Service.

"Prohibition was put over on the country as a moral issue, the only argument in its favor being the deleterious effects of liquor on the human race, but there was never a wilder New Year's Eve in New York than that of 1922. There was a decided increase in violence; the hospitals were crowded with alcoholics and patients suffering from wood-alcohol poisoning; forty or more deaths from wood alcohol are already reported for the holiday season, and the toll is steadily increasing. The Volstead Act has not reformed this city. It has definitely made matters worse."



"TO POINT A MORAL AND ADORN A TAIL."
—Fitzpatrick in the St. Louis *Post-Dispatch.*

"The regulated sale of beer and light wines seems far preferable to the present state of affairs, provided the return of the saloon can be prevented," thinks the Chicago *Journal*, and a number of other papers appear to favor this modification. "This would put bootleggers out of business, put poisonous liquors out of use, make a practical end of drunkenness, and make for temperance and good citizenship," believes the Rochester *Post-Express*. Two cities—Milwaukee and Chicago—already have adopted resolutions favoring amendment of the prohibition laws to permit the sale of "wholesome beer and light wines." And Dr. M. S. Gregory, head of the psychopathic and alcoholic departments of Bellevue Hospital, New York, who has been in a position for years to see the effect of poisonous liquors on men and women patients, believes, with the Milwaukee and Chicago city councils, that "beer and light wines would do more to solve the prohibition question in this country than all the efforts at enforcement which have been attempted in the last two years."

But "the great danger," as the Buffalo *Commercial* sees it, is that "by holding in contempt the present prohibition law, we may soon come to despise all laws that do not suit us." Continues *The Commercial:*

"The American people who believe in prohibition have yet to learn the lesson that chastity, sobriety, morality, decency can not be created by statutory enactment.

"The virtues do not flow from legislative halls. They must come from education, from right thinking, from good precept and example. Our Government can continue to spend millions of dollars in trying to enforce the law against drinking liquor. It can turn the whole machinery of justice into a mill for the punishment of those who sell and carry liquor on their persons. But so long as men and women will pay the price demanded for booze, and glory in doing so, so long will there be bootleggers and speak-easies and 'hip-toters.'"

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BRITAIN'S COLONIAL BROILS

A NATION that has its Philippines can not read with total unconcern about the nationalist agitation among the native people of Great Britain's overseas empire. Besides the embarrassments of our own "white man's burden," many remember that movements for independence in any quarter of the globe have always found support here. A group of thirty-eight Americans, including two United States Senators, have sent a cablegram to the National Congress of Hindustan declaring that "the United States has never failed to extend sympathy and support to all peoples who are struggling for freedom," and holding out to the Indian nationalists "our assurance to promote the success of their struggles." The New York *Tribune* calls this downright "meddling," which may have untoward consequences. But other papers find special reasons for American interest in these moves for self-determination at the present time. From the jails of Calcutta and Cairo come cries that must engage the attention of a country whose leading statesmen are trying to establish permanent peace by agreement among the great Powers. If the issue be squarely faced at the Washington Conference, asks the Detroit *News*, "can there be any other response than a recognition of the principle that world peace is utterly incompatible with the perpetuation of peoples in captivity under any guise of benevolence or interest whatsoever?" We are reminded that America has its Filipinos; "Britain has the Egyptians, Indians, and many others; France has the Indo-Chinese; Italy, Portugal, the Netherlands all have captive peoples under them; Japan has Koreans. Every nation, excepting only the Chinese, of those nine Powers at Washington, is involved cumbrously in this problem."

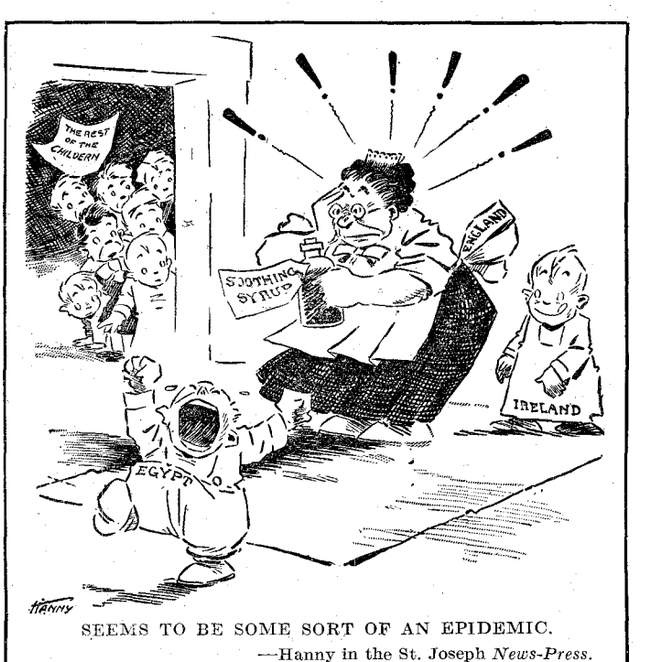
THE SPHINX SPEAKS.

—Morris for the George Matthew Adams Service.

In these unrests, these clamors for independence, these crusades of passive resistance, Great Britian is now paying the price of empire, observes the Minnesota *Star*. This labor daily believes that Britain must meet resistance by force, with a resultant detriment to its own democracy. And this price we, too, must pay, for—

"The rôle of empire is the rôle of force. When one race rules over another, as the British do in India, the basis of rule is nothing but naked force. At times there may be no occasion for the display of force, but it is always in the background. Its menace exists. If Americans are to rule in foreign lands they must pay the price of empire, which is not a price paid by the foreigners alone. The true price is the price paid at home in the shape of a dependence upon force. The British empire has created a group of English statesmen who have the point of view created by ruling over dependent races. If America goes on the path of empire, *American liberties will be the price paid for empire.*"

The present situation in India is discust in such detail in our department of Foreign Comment this week that it need not be described here. Turning to the land of the Nile, an Associated Press dispatch from Cairo reports that the Egyptian problem to-day "is considered by close students of the situation as far worse than ever, judged by the tone of the native press and the anti-government demonstrations in large cities." In August, 1920, as correspondents and editors remind us, the Milner report advocated making Egypt a modified dominion or even minor ally of Great Britain with complete autonomy, except for a few points relating to finance, the status of foreign residents and the Suez Canal. The canal zone alone was to be guarded by British troops. But when Adly Pasha went to England to confer with the Cabinet about carrying out these or similar provisions, the Government offered a somewhat smaller measure of home rule which included the retention of the British garrisons in Egypt. This ended the negotiations. Adly Pasha resigned, and Zagoul, the Nationalist leader, declared for independence, asserting that Egypt "will fight England in the same way as Ireland." Riots in Cairo, in which several Egyptians were killed, and disturbances in Alexandria and other places brought repressive measures. Popular leaders call for a non-cooperation campaign like that in India. It seems to the New York *Evening Post* that "the happiest solution would be for Lloyd George to take the Egyptian negotiations into his hands as he took the Irish negotiations." The Milner proposals could be used as a basis; "in general they embody a means of crowning the splendid work the British have done in Egypt; they would have at once satisfied the aspirations of the people and given Great Britain a stedfast ally and a gateway to the Orient." While papers like the New York *Times*, Springfield *Republican*, Dayton *News*, and Buffalo *Times* consider the Egyptian situation extremely serious, the Washington *Star* is unable to take the nationalists there very seriously, and the Washington *Post* similarly observes of the situation, both in Egypt and India, that "the British Government is alive to the situation, and it does not seem probable that the revolutionists can do anything more than keep alive local disturbances."



SEEMS TO BE SOME SORT OF AN EPIDEMIC.

—Hanny in the St. Joseph *News-Press*.

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A DEMONSTRATION THAT GREETED OUR SENATORIAL INVESTIGATORS IN PORT-AU-PRINCE, HAITI.

The banners bear such inscriptions as "Shall Haiti Be Your Congo?" "Shall Haiti Be Your Belgium?" "The American People Have Been Betrayed in Haiti." This photograph was taken November 29, 1921.

TO KEEP THE MARINES IN HAITI AND SANTO DOMINGO

FOR MONTHS THIS COUNTRY has been hearing shocking tales of U. S. Marine Corps atrocities in Haiti and Santo Domingo. Outrageous cruelties, violations of all sense of justice, and high-handed proceedings by the army of occupation were reported so frequently during 1921 that a Senate committee of investigation, headed by Senator McCormick, was sent to the two Republics to secure the facts and lay them before President Harding. Last summer the President suggested through the Military Governor that the people of the two Republics take steps to hold elections to set up a government of their own, but Senator McCormick reports that nothing of that kind has been done. In his preliminary statement, which does not deal with reported tortures and atrocities, the Chairman finds that the American forces already there should not be withdrawn; that the treaty of 1915 should not be abrogated if peace is to be maintained, and that a loan should be granted.

Dominicans and Haitians, however, according to H. H. Knowles, who was Minister to Santo Domingo during part of the Taft régime, demand that United States troops be withdrawn and that no further loans to either Republic be made. Besides renewing charges of cruelty by the army of occupation in Santo Domingo, Mr. Knowles declares that the loan of $2,500,000 arranged by the military government in the name of the Dominican people was contracted for without their consent, at rates of interest ranging from 9.25 per cent. to 18.70 per cent., and that the New York banking houses which floated the loan received a 3.50 per cent. discount for their trouble. The investigation by the Senate Committee, he avers, is a "white-washing farce." Going back to 1916, when the United States occupied the country to prevent Germany from seizing it (if she won the war), and also to protect French, English and American investments, Mr. Knowles makes these further charges:

"The invasion was in direct violation of (1) the Constitution of the United States, (2) existing treaties with the United States, (3) a resolution proposed by the United States and adopted by the third conference of The Hague Tribunal, (4) international law, (5) the object and purpose of the Monroe Doctrine as defined by the United States Government, and (6) of the 14th of the 'Fourteen Points' of President Wilson."

A POET-PATRIOT.

This Dominican poet, Fabio Fiallo, was sentenced to three years' imprisonment with hard labor and a $5,000 fine, for writing a patriotic article for a Santo Domingo paper. After six months his sentence was disapproved by Secretary Daniels.

"In taking their stand upon the high ground that the American occupation was illegal, the Dominicans have assumed a position that is impregnable," maintains Ernest H. Gruening, in *The Nation* (New York), and we read in the New York *Times:*

"In June, 1921, Francisco Henriquez y Carvajal, the deposed President, who is a graduate of the University of Paris in law and medicine and a member of The Hague Tribunal, published a statement which explained why his countrymen had done nothing to comply with the conditions that would bring about the retirement of the Military Government. In brief, he declared that the whole governmental system, both national and municipal, had been destroyed; that his people had been robbed of their 'individual liberties'; that a free press had been gagged; that the budget had increased from $4,000,000 to $11,000,000; that the revenues had decreased, with the result that official salaries were reduced as much as 60 per cent. and public works were discontinued; and that a proposed new loan of $10,000,000 at 8 per cent. interest was so objectionable to the Dominicans that they preferred hunger and misery to it. Ex-President Carvajal admitted that the government of occupation had improved the roads, constructed bridges and public buildings, and reorganized the public school system, but these benefits, bestowed at the cost of onerous taxation, did not compensate, he said, for loss of personal liberty and the evils and injuries of what he called bayonet rule, of which he drew a dark picture. . . .

"The Dominicans seem to be right in their condemnation of excessive expenditures. They really think that the military government spent altogether too much of their money, and was oppressive and arbitrary."

Helena Hill Weed, also writing in *The Nation,*

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declares that Haiti was reduced to the state of a conquered province; that there was little excuse for American intervention, which New York financial interests inspired; and that Haiti was forced to accept an unconstitutional treaty and to revise the Haitian Constitution.

Senator McCormick's plan to bring peace and prosperity to the island is to have a High Commissioner appointed, to be

HERE WE ARE AGAIN!

—Sykes in the Philadelphia *Evening Ledger*.

responsible only to the President. Under him would be both civil and military authorities, for the Committee advises that American forces should remain in both Haiti and Santo Domingo. Says the Senator in his preliminary report:

"The members of the committee are unanimous in the belief that the continued presence of the small American force in Haiti is as necessary to the peace and development of the country as are the services to the Haitian Government of the American officials appointed under the treaty of 1915. There can be no abrogation of the treaty and, at this time, no diminution of the small force of marines.

"It is important that steps should be taken forthwith to coordinate the labors of the representatives of the United States Government in Haiti and of the so-called American treaty officials. There should be appointed a special representative of the President, a High Commissioner, in whom should be vested the usual diplomatic powers of an envoy extraordinary, and to whom, furthermore, all the American officials appointed under the treaty, as well as the commandant of the marine brigade, should look for direction and guidance."

"There has been a deal of criticism of our occupation of the Dominican Republic, but the day will come when the Dominicans themselves will rise up and call us blest," predicts the Manchester (N. H.) *Union*. "Altho our occupation of the island is responsible for excellent achievements," notes the New York *Evening Mail*, "the sooner they may be left to the natives the better it will be for all concerned." "But if we are to remain in Santo Domingo and Haiti," says the New York *Globe*, "we should do so in the interest of the people of the island, and not in defense of any unworthy private interest."

THE NEW YEAR DRIVE ON HIGH PRICES

"THE DAY OF HIGH PRICES IS FADING," remarks a government official, basing his cheerful New Year's announcement on recent Supreme Court decisions against price-fixing, and the retail price investigation just launched by the Department of Justice. But whether Attorney-General Daugherty's "fadeaway," to shift the figure to the field of sports, is likely to result in any strike-outs, is a question upon which editorial opinion varies widely, the New York *Daily News* remarking that investigations "rarely accomplish much" and that the most effective way to bring food prices down would be for each individual housewife to "give the grocery-man or the butcher a tongue-lashing when attempts are made to overcharge or give short weight." There is now no Lever Law under which to proceed against profiteers, and the Government's only recourse is to use the Sherman Law against associations and agreements to keep prices from falling. As the Attorney-General says, there are three rules that trade associations must follow if they are to remain within the law as laid down by recent Supreme Court decisions: "they can not fix prices; they can not divide territory or trade; and they can not limit, by contract, production." Mr. Daugherty has been quoted as saying recently that he believes there is more than a reasonable margin between prices of raw commodities and what the retailers charge. He thinks that a Western steer would have to be very luxuriously housed and cared for to justify the prices the Washington restaurants charge for sirloin steak, to say nothing of porterhouse. So the Attorney-General has set our foremost *Sherlock Holmes* on the trail of the profiteering retailer, and detective William J. Burns, who belongs to the Department of Justice staff, will investigate the variation in the different localities in the retail price of general foodstuffs, such as meats, beans, bread, butter, and household provisions; and he will draw up a schedule showing the price of cattle on the hoof as compared with beef at a butcher-shop, and will make similar comparisons in the case of other foodstuffs, shoes, clothing and fuel. The Attorney-General has also sent a letter to the Attorney-General of each State suggesting better cooperation between State and Federal authorities in enforcing both price laws and prohibition. The Supreme Court, as the newspapers note, has done its part by condemning attempts to fix prices by trade associations and manufacturers in the hardwood lumber and "Beechnut" cases, respectively.

Congressional opinion on Mr. Daugherty's move is divided, according to a dispatch to the New York *Daily News Record*. Advocates of "less government in business" are said to be "outspoken in their protests against the investigation, and point out the futility of government interference as shown during the war period. Labor representatives on the other hand declare that the price paid by consumers is disproportionate with the cost of raw materials."

Labor Department figures summarized by the New York *World* indicate an appreciable drop in the cost of living from June to December, 1920; from December until last May decreases ranged from 7 to 12 per cent., but between May and September average decreases ranged only from .1 to 3.8 per cent., "due mainly to food price boosts everywhere." So the great body of consumers, observes the Richmond *Times-Dispatch*, agree with Mr. Daugherty that prevailing prices are too high, "and in their willingness to support the probe they can be depended on to submit much data that will be valuable in assisting to prepare a report that should be enlightening." Says the Buffalo *Express* hopefully:

"Publication of comparative price lists with a view to showing the relation—or lack of relation—between the wholesale and retail prices should be a great help in bringing recalcitrant retailers of foodstuffs to time. It is in those necessities that most of the evils of the period of inflation have been continued despite

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the greatly reduced spending power of the people. Perhaps clothing has not been reduced as much as it should be. But it has gone down and will stay down because many folk are wearing their last year's or their year-before-last's suit and overcoat. Food must be consumed constantly. The steady demand justifies the retailer, in his own mind, in a continuance of high prices."

No conspiracy, says the Philadelphia *Public Ledger*, can withstand the sort of publicity which Mr. Daugherty has promised, and if the discoveries "run with the suspicions that have been aroused, the result can hardly fail to be a fall in the cost of living." "Any direct or indirect scheme" to maintain prices should be broken up summarily, declares the Washington *Post*. Publicity will accomplish much, "but wherever the law can be invoked it should be resorted to." "Every dollar saved to the American people through the active interest of the Department of Justice will prove a benefaction to that extent," concludes the Washington daily. It seems to *Capper's Weekly* (Topeka) that—

"The business world should welcome this price inquiry as much as the consumer. Along with high freight rates and low farm prices, the great disparity in price levels is one of the big stumbling blocks that stand in the way of better times. All three will have to be removed before we get back to normal. The Attorney-General and the Department of Justice could hardly be engaged in a more important piece of work in behalf of the country's welfare and the restoration of business, let the chips fly where they may."

On the other hand, the Newark *News* can not forget the ineffectiveness of the fight against high prices made by Attorney-General Palmer, "backed then by the powerful Lever Act." "While there is some profiteering," the Rochester *Post Express* declares that "to speak of even an understanding among retailers to keep up prices is to speak of something that sensible people will not believe possible." The Troy *Record* does not believe the Attorney-General has any right to make any such broad statement as that "all over the country retailers have an understanding," at least, not in advance of his investigation. *The Record* thinks it quite likely that the abnormality in prices is "due not to a conspiracy but rather to abnormal world conditions." The New York *Journal of Commerce* reminds us that "costs of production, especially labor costs, in a great many cases forbid cutting prices of manufactured goods to match declines in raw materials," while "in others, the fault is to be found in the refusal to take losses promptly rather than on insisting on exorbitant profits." This business daily, regardful of past campaigns against the high cost of living, comes to the conclusion that the new move of the Department of Justice is "largely for advertising purposes." And in the New York *World* we read:

"There is in truth a wide disparity between prevailing wholesale and retail prices of food, and yet the margin is not so great as it was when the original drives were made on the profiteers, nor are the retailers making more than a small percentage of the returns which were common a year ago. A majority of businesses, big and small, will count themselves lucky to get through the winter with any profits at all; if their prices are exorbitant, they are at any rate not getting rich at the game. Transportation charges are high, rents are high, labor is high, and beyond everything else and out of all reason, taxes are high. The Government is taking $4,000,000,000 out of the country yearly, and that amount is unquestionably coming from the pockets of consumers. It is passed along in augmented prices, as taxes are always passed along.

"While Mr. Burns is on the subject of profiteering he might look into the return in government which the American people receive for the lavish generosity with which they share their incomes with the legislators and administrators of the country. We pay a staggering price for government, a price that should buy the best. What we are given in exchange is another matter."

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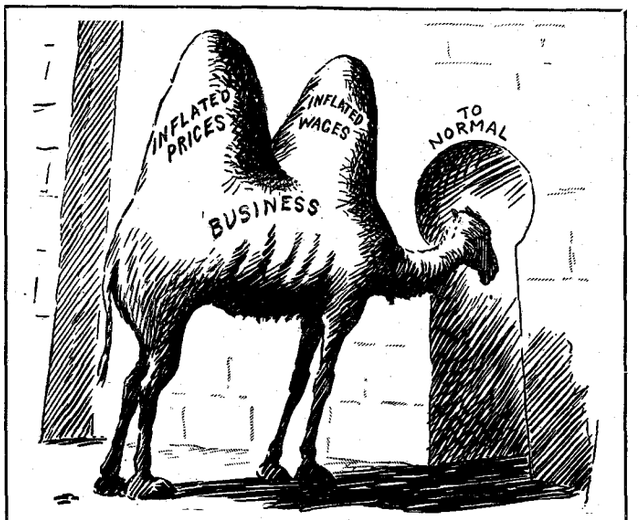
THE ROAD IS NOT YET CLEARED.
—McCutcheon in the Chicago *Tribune*.



THE CAMEL AND THE NEEDLE'S EYE.
—Harding in the Brooklyn *Eagle*.

IS IT LOADED?
—De Mar in the Philadelphia *Record*.

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TOPICS IN BRIEF

WE never knew that China had a cabinet until it resigned.—*Columbia Record.*

GERMANY is beginning to realize that her real goose step was beginning war.—*Greenville Piedmont.*

THE claim that Europe can't stand alone is based on the presumption that we can stand a loan.—*Columbia Record.*

EIGHT thousand divorces were granted in Chicago in 1921, and peace is also in sight in Ireland.—*American Lumberman (Chicago).*

CHINA'S open door is a sort of battledore. — *Washington Post.*

IT would seem that Muscle Shoals is a natural place for a Ford.—*Greenville Piedmont.*

THE way to start a fight in the Senate is to give it a peace treaty. — *New York Tribune.*

ANY man who agrees with his wife can have his way.—*Newspaper Enterprise Association.*

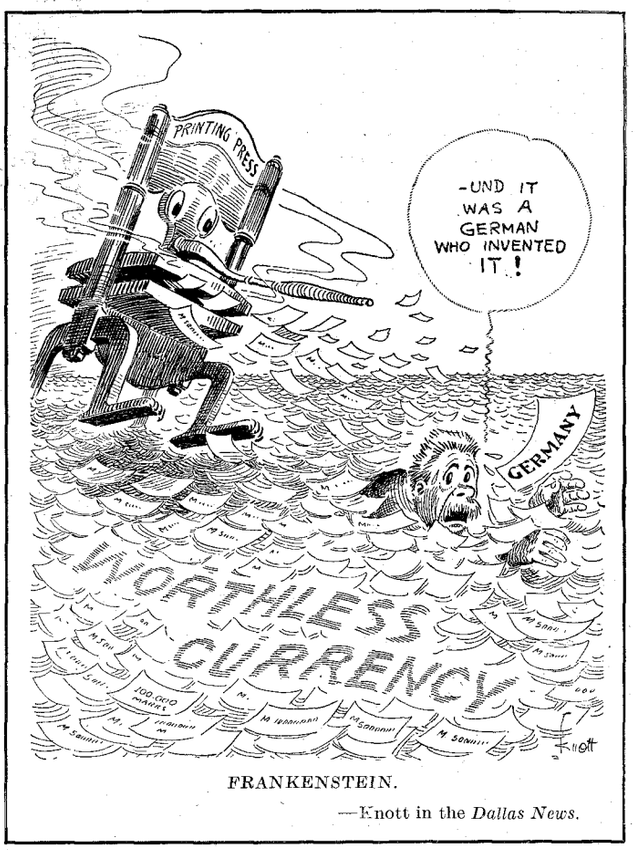
BEST way to get rid of your duties is to discharge them. —*Newspaper Enterprise Association.*

IT is purposed that the sphere of influence shall give way to the square deal.—*St. Louis Post-Dispatch.*

HARDLY any of these rocks on the matrimonial sea are cradle rocks.—*Newspaper Enterprise Association.*

CHRISTMAS is gone, but there is no reason why its spirit should not continue indefinitely.—*Indianapolis Star.*

"CAN a man love two women at the same time?" asks a writer. Not if they find it out. —*Newspaper Enterprise Association.*



FRANKENSTEIN.

—Knott in the *Dallas News.*

DE VALERA acts more like a senator than a president.—*Washington Post.*

HARDING hasn't a chip on his shoulder but has a bloc on his hands.—*Greenville Piedmont.*

MR. DE VALERA will never be in his real element until he gets into the United States Senate.—*Columbia Record.*

THESE new college bowls are a vast improvement on the flowing bowls that once figured largely in college life.—*Boston Transcript.*

As a "lady killer," Landru was too literal. — *Greenville Piedmont.*

IT is the bumptious nation that usually is bumped. — *Brooklyn Eagle.*

AN income is what you can't live without or within.—*Newspaper Enterprise Association.*

IDEALS kill some men in politics, but politics kills more ideals in men. — *Columbia Record.*

INCREASE in Russian poetry shows she goes from bad to verse. — *Newspaper Enterprise Association.*

THE world would be happier if its leaders had more vision and fewer nightmares. — *Columbia Record.*

THE dressy woman who used to put everything on her back has a fashionable daughter who doesn't.—*Columbia Record.*

THE only part of the hog the packers waste is the squeal, and the consumers furnish that.—*New York Evening Telegram.*

DAIL EIREANN appears to have taken the United States Senate for a model as a deliberative body.—*Greenville Piedmont.*

RAISING the soldier bonus money by a tax on beer and wine would also create a way to spend it.—*Indianapolis News.*

IT might be a good idea to pass the cost of the old wars on to posterity so that posterity can't finance any new wars.—*Columbia Record.*

ONE reason for the failure of prohibition enforcement is that the bootleggers can pay the sleuths more than Uncle Sam.—*Columbia Record.*

EMMA GOLDMAN says she is a woman without a country. America is a fine country for Emma to be without.—*Newspaper Enterprise Association.*

THE arms correspondent who says Japan has won all the chips and is ready to quit, forgets the one China is toting around on her shoulder.—*Seattle Times.*

THE Chinese won't be hurt by any raw deal they may get at the Conference. They have long been taking cuffs from all of us. —*Chicago Journal of Commerce.*

IN these days of synthetic substitutes, it is consoling to know that there is one useful article that can not be synthesized any further. We refer to hash.—*Boston Transcript.*

ENGLAND and France are said to hate each other worse than either hates Germany. It may be so, but the outsider who butts into that dislike is pretty sure to get his head punched.—*Boston Transcript.*

NEWSPAPERS are wonderful things, but it may be observed that no journalist is well enough informed to be able to tell what ever became of the war between the Greeks and Mustapha Kemal.—*Boston Transcript.*

MR. HARDING has found that our foreign relations are, as Mr. Einstein might say, only relatively foreign.—*Columbia Record.*

CHINA, as we understand her, will forgive the nations mistaking what was right if they will quit taking what is left.—*Washington Post.*

WE were told that John Barleycorn had turned up his toes, but it appears that he has only turned up his nose.—*Columbia Record.*

A WOMAN who speaks twelve languages has been married to a man who speaks seventeen. That's about the right handicap.—*Arkansas Gazette.*

WE are getting just a little weary of the jokes on prohibition, but we suppose they will continue so long as prohibition is a joke. —*Philadelphia Inquirer.*

THE ruling of the National Geographic Society on the new spelling of "Yugos'avia" suggests a Scandinavian influence somewhere.—*Seattle Times.*

THE world is quite full of a number of things
We are certain should make us as gloomy as kings.
—*Columbia Record.*

"CHICAGO Hears of Revolution in India with Many Killed, Thousands Arrested."—Headline. Now if we only knew what India is hearing of Chicago, we could go on to something else.—*New York Evening Post.*

A GROUP of German reformers has burned up 40,000 volumes of lurid detective and Wild West stories, and substituted some good, solid literature for children. A lot of German kids are going to give up reading.—*Cleveland Plain Dealer.*

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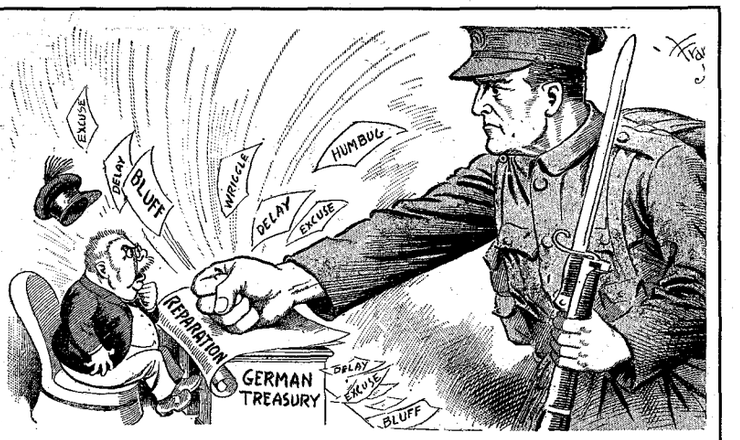
FOREIGN - COMMENT

CALAMITOUS REPARATION BLUNDERS OF THE ALLIES

GERMAN KNAVERY AND CALAMITOUS BLUNDERING on the part of the Allies leave Europe as it is to-day, say more neutral observers, who are getting out of patience with the "welching" of Germany on reparations, yet admit that the Teutons would not be getting off so easily if it were not for the amazing series of cross purposes that have curst her creditors. In the first place, it is charged that the Allies did not "put handcuffs" on Germany, in the moment of victory, by laying down the precise conditions of indemnity payments. In the second place, it is recalled that ever since the Paris Conference, the Allied representatives have seemed to do nothing more than to "avoid complete rupture," in their sundry meetings in Western Europe. Meanwhile, Germany has "kept up her whine about being starved to death by the rigorous terms of the Versailles Treaty," and she is in a fair way to win American sympathy for her plight, in the view of the Swiss *Journal de Genève*, which draws a startling parallel between Germany and France as to indemnity payments in these words:

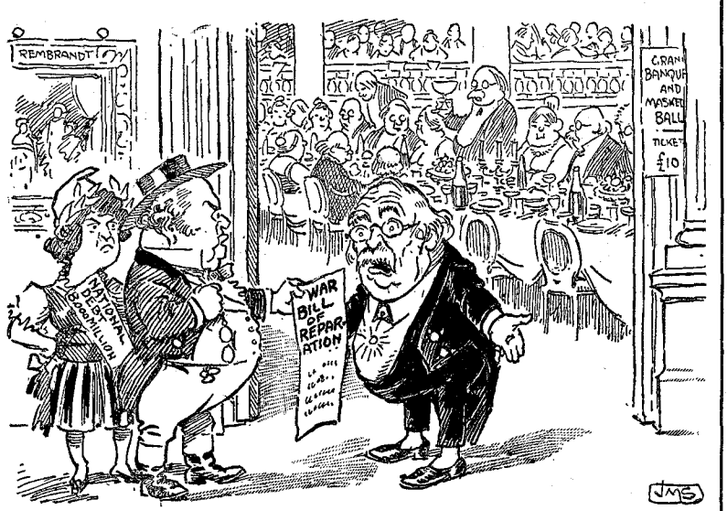


THE NEEDED LAST WORD.

TOMMY: "Look here, we've had enough nonsense. I want the money!"

—*John Bull* (London).

"In 1873, scarcely two years after the Franco-Prussian War, the French Government offered to wipe out the balance of its debt to Germany. In 1921, three years after the Armistice, Germany began painfully to hand out annual payments, and just when her payments should have become regular, they stopt. At the same time, everyone admits that the sum of five milliards exacted from the Third French Republic far exceeded the costs of a war that was made entirely in enemy territory. Nor is it less firmly established that the indemnity which falls to France is not enough even to defray the cost of restoring her devastated regions."



GERMAN POVERTY.

POOR FRITZ: "But, mine dear Herr Bull, you can not get blood out off der stone! Ve haf nodding to pay mit; ve are destitute!"

—*Western Mail* (Cardiff).

A strange feature of the situation, according to this newspaper, is that Marshal Foch had directed his campaign of attack in the summer and autumn of 1918 with such masterful genius that in the month of November Germany was on her knees begging for mercy; but since that date—

"More astonishing still is the list of errors that have been committed. The Paris Conference established the reparation principles and determined certain sums to be paid, but postponed detail regulations to a later date. The Conference failed to take cognizance of the great truth that the conqueror has command of the conquered for only a short period of time, and that in default of a prompt settlement of accounts, which is not always possible, the conqueror should specifically state his demands, and make sure of the guaranties of them without delay. The meetings of the Supreme Council which followed the Paris Conference, whether they took place at London, Paris, or elsewhere, brought to light startling divergences of view. Each time the optimistic overtures that signalized the harmonious frame of mind of the negotiators were followed by grave reports of the precarious status of the Entente. Each time an arrangement was reached because public opinion would not have tolerated a break.

"Relations between France and England did not improve matters. As soon as the first memories of war had faded, a very discouraging situation arose for these two who were obliged to live and work together. They did not instinctively seek means for producing harmony, but rather reasons for disputation. French statesmen were continually faced with Mr. Lloyd George's opposition, which was always tenacious and sometimes justified, but always withdrawn at the end of one session to be resumed at the next. Even lately in the case of the Wiesbaden Accord [designed to facilitate the reconstruction of France's devastated regions by cooperation with Germany] the English raised objections and reserves, when they should have welcomed the agreement cordially as the first dependable guaranty of help for a friendly and allied nation."

Germany always yielded in the face of a direct threat from the Allies, we are told, but with equal constancy did not fail to make use of every subtle evasive resource. Yet in declaring the probity of her intentions, she at the same time vowed that she would meet her engagements "within the limits of the possible." This left a margin for protestation and

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complaint, and the dissensions of the Allies periodically revivified the hopes that their agreements had extinguished. The *Journal de Genève* goes on to say that the Berlin Government took advantage of every chance to evade payment, as it was to be expected they would. And when they discovered that the Commission on Reparations had decided to set down a unanimous foot, they immediately sent clever financial agents to London, "in the belief that they might gain something and in any case could lose nothing." This daily proceeds:

"Did the German Republic really intend to render itself bankrupt by favoring the fall of the mark, at the same time as the big German industrials laid aside enormous deposits in foreign lands, in order to buy raw materials? This would be a dangerous

IF I GAVE YOU DOSE LUFLY RUINS TO LIVE IN SURELY YOU OUGHT TO PAY DER RENT!
WRECKED BY HUN-MADE WAR
BRIAND
BILL FOR DAMAGES
BILL FOR DAMAGES
DAMAGES

LISTEN TO WHAT THE NICE GENTLEMAN SAYS!

—*Evening News* (London).

game that could be played only by a government that holds its people in the hollow of its hand. What has been given out about the weakness of the Wirth Cabinet would not justify such a hazard. But even if it did, then German authority acted with inconceivable indiscretion. In truth, the Government did set in motion all sorts of public work, spending formidable sums in particular for the railways, and in doing this it did not go to the trouble of increasing its resources by increasing the taxes. It simply issued greater and greater volumes of paper money, raising salaries in proportion as the mark declined. This is the way to bankruptcy."

The consequence is that the German Government appears as unable to meet its payments due January 15th and February 15th, so Dr. Walter Rathenau went to Paris, some say to try to negotiate a loan, others say to secure a moratorium. Paris dispatches indicate that Rathenau's real reason for being in Paris was to confer with the European financiers who are planning the economic reconstruction of Europe. It is reported, too, that he will go also to Cannes, where the Allied premiers are to meet, and will hold himself in readiness to give information desired about reparations or other matters in which Germany is concerned. Meanwhile, the *Journal de Genève* contrasts the British and the French attitude in the matter as follows:

"British finance is not much disposed to make a loan to Germany. It reckons that a loan would be merely a palliative, and that the German ill would soon reappear in worse condition than ever. But the moratorium is different. If by allowing Germany a respite of two or three years, in which she could recover herself, if the course of the mark should be upward so that Germany became a customer, and her goods no longer entered England at such a ridiculously low price as to starve British industry and the industries of other countries also, there would seem to be in this extension of the moratorium an act of generosity, but only such in appearance. It is added in governmental circles that Germany should continue to contribute deliveries in kind as part of the reparation payments.

"But in France matters are viewed in a different light. The idea that just when the benefit of Germany's payments becomes visible Germany declares itself bankrupt does not please anyone. The old proverb that 'where there is nothing, the king loses his rights' is not applicable in the circumstances. Wealth is not wanting in the German Republic, for all the factories are going and the shareholders are drawing rich dividends. Why doesn't the Chancellor, Dr. Wirth, demand that the taxpayers come to the aid of the state? Otherwise, all that remains for the Entente to do is to renew the threat that has never failed hitherto. . . .

"It is evident that if moderate methods are to sway, Germany must prove her good faith, must cease to manufacture paper money, and must build up a surplus of resources. If she were firmly resolved to execute all her engagements as soon as the period of moratorium had lapsed, there would be every advantage in giving her time to breathe, for if the Allies go ahead and help themselves by occupying the Ruhr and other districts, it is possible that in the debilitated condition of the Entente some terrible surprizes might result. But is the German Republic acting in good faith? Is it not doing now what it has already done, that is, is it not trifling with its creditors to gain time in the hope that with the backing of England or of America the whole question of reparations will be brought back to conference, and eventually Germany will have to pay very little, or nothing at all?

"AMERICAN INTERFERENCE" IN CHINA

TAKING ADVANTAGE of the Washington Conference, the United States is becoming a "participant" in the affairs of China, instead of being a "critic," as heretofore, remarks the Tokyo *Miyako*, which wonders whether China will continue to place so much dependence on America as she has until now. This daily thinks the day will come "when China will be dissatisfied with the interference of the United States in her affairs, and then the United States, which has viewed Japan with suspicion, will be astounded at the real condition of China and acknowledge the correctness and fairness of the attitude Japan has assumed toward China." Then, as if to soft-pedal so brash a statement, *The Miyako* reflects that at any rate the future relations of the United States with China "deserve our closest observation." "American interference" is noted also by the Tokyo *Yomiuri*, in the reference of the Shantung question to direct negotiations at Washington between the Japanese and the Chinese delegations, with the coordinating good offices of the British and the United States delegates. The United States did not sign the Versailles Peace Treaty, and does not recognize the Shantung question as "an accomplished fact," we are told, but Britain did, yet the two induced Japan and China to discuss the Shantung question outside the Conference, "for the purpose of avoiding the derangement of the processes in the Conference itself." We read then:

"We suppose that our delegates would put the blame on the Chinese in the event of the negotiations ending abortive. However, the spirit of conciliation and concession prevailing in the Conference as well as the atmosphere encircling it will not permit both parties to continue wranglings indefinitely. It is most important to remember that the negotiations are being conducted under the surveillance of Britain and the United States. In case the Japanese and the Chinese delegations fail in arriving at an amicable solution of the question, these two Powers will surely step in and expedite its settlement. If such a thing comes to pass Japan may be forced to make concessions to China in the presence of all the Powers. We are greatly afraid of such a contingency."

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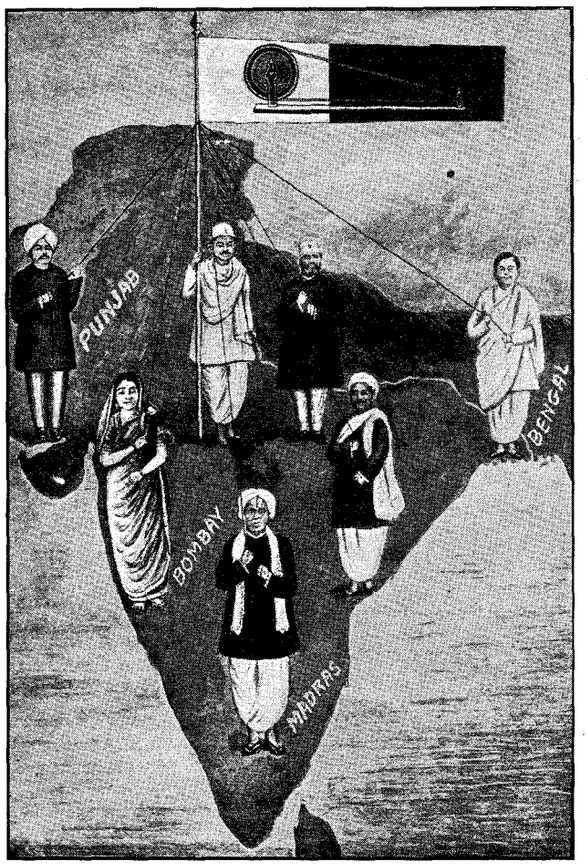
GANDHI'S "PASSIVE RESISTANCE" TRIUMPH

THE OUTSTANDING DEVELOPMENT of the All-India Congress which closed at Ahmedabad December 29th is the triumph of the Non-Cooperative leader Gandhi, we are informed, which synchronizes with a turn for the better in the reception accorded the Prince of Wales on his tour through India. Conflicting accounts of the Prince's reception in Calcutta were cabled to the London press, according to Reuter's Calcutta correspondent, who says that the hartal or boycott there was a failure, and that the importation of disorderly elements into the city to help enforce the boycott resulted in 650 arrests for disorderly conduct. The total arrests in Calcutta for similar reasons during the last six weeks of the year past are said on official authority to amount to about 3500. The London *Times* publishes a Calcutta dispatch in which we read that the stay of the Prince of Wales was marked by "an almost total absence of disorder." The peacefulness of the first day of his visit "gave the lie to stories of impending massacres," and as the people found it safe to go into the street, great crowds seized upon every opportunity to see the Prince and share in the festivities. Hostile demonstrations to the Prince in Bombay, however, have not removed the impression of some English newspapers as to the wisdom of having him make a tour through India in these troubled days. Nevertheless it is



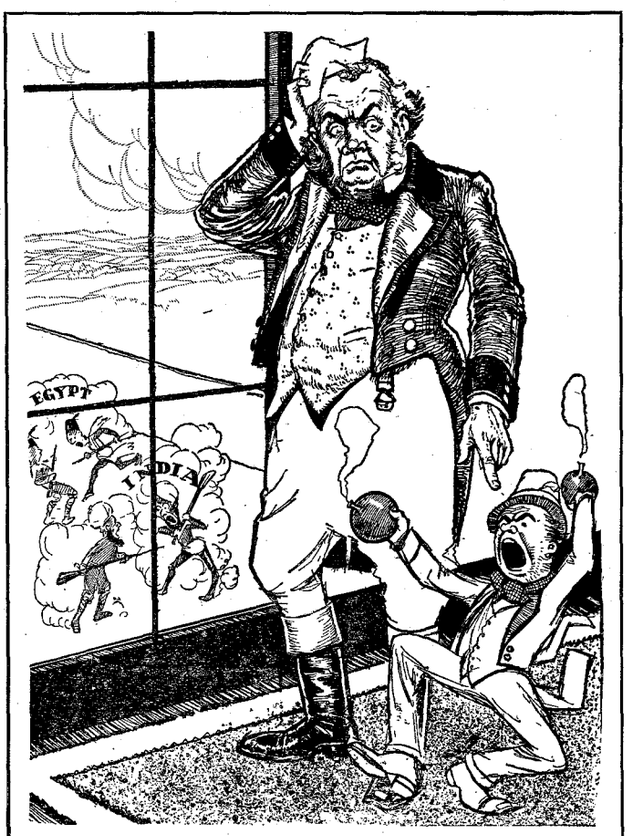
International Photo

THE TROUBLED MAP OF INDIA.

A poster spread broadcast in India showing figures of Indian National leaders in the various provinces.

pointed out by the London *Westminster Gazette* that Bombay is not India, but primarily an Eastern port "with all the characteristics of an Eastern port, including a rabble which is only too ready at all times to lend a hand in any piece of violent mischief that may be afoot." This daily adds:

"The psychology of a genuinely Indian mob is very different. It may be that the Prince's tour through the Punjab and Bengal is destined to be marked by a series of similar occurrences; but the example of Bombay, unfortunate as it is, affords no real grounds for anticipating any such disaster. Hitherto in every Indian nationalist agitation, even the most 'seditious,' a clear



IRELAND, EGYPT AND INDIA.

JOHN BULL: "If this is peace, give me war!"

—*The Bulletin* (Glasgow).

distinction has been drawn between the Government and the Crown. The Crown as such has never been saddled with the crimes or defaults of the British Administration. Indian nationalism is not Republican, and knows no King save the King-Emperor; and we may assume that it was on account of that very fact that the presence of the Prince of Wales in India just now was desired by those in authority. It is possible that they are now regretting their decision, but the experiment was certainly worth making, and it is still possible that it will prove to have been a great success. Measures for the adequate protection of the Prince's person are not beyond the resources of the Indian police; and even if it be admitted that certain risks must be faced, they should not be very serious risks, and the rewards may be substantial. For the chance of influencing Indian popular sentiment at this moment almost any effort is worth making.

"For, let there be no mistake about it, the position in India to-day is more critical than at any time since 1857. The reverberations of the Amritsar massacre have shaken British rule to its foundations. In India, in Ireland, and in Egypt it is the same story. The military-minded people have done everything possible to prevent any practical solution of any of these problems. They believe in force, and they have sought to apply force; but one of the vital facts which they have overlooked is that Great Britain does not command enough force to go round. If they had their way they might crush Ireland or Egypt or India, but they could not crush Ireland and Egypt and India; and, that being so, their essays in militarism can not but lead to disaster even from their own point of view. The Irish question is now on the way to settlement, mainly as a result of the obvious failure of force."

The most startling news, amid all the complexity of information from India, concerns the proclamation of an Indian repub-

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lic. But this report is officially denied by the India Office, we learn from London dispatches, which declares it is probably based on the action of some sectional meeting of extremists. The vote of the All-India Congress on December 29th, by which Mohandas Karamchand Gandhi remains the dictator of India's national aspirations, which means that his "Non-cooperation" and "Non-violence" program will be carried out through the coming year, despite his failure to obtain home rule, has made a deep impression in official quarters in India, where its general effect on India's millions is being estimated. London dispatches inform us further as follows:

"It is stated that Gandhi, having remained consistent to his policies, has defeated the extremists of the Left, typified by the Ali brothers, and that also he has been victorious over the Right Wing element, which advocated entering the local councils and furthering the Nationalist aims by constitutional methods, a movement which had been gathering force, particularly in Madras.

"Official circles here interpret the 'swaraj' (home rule) definition as an expression of a desire for India to remain within the British Empire if the British obey the All-India Congress. Otherwise a demand for independence is to be made. The officials point out that the question of an alternative Government in India remains unanswered.

"The resolution concerning 'swaraj' is as follows:

" 'As doubts have been exprest as to the precise meaning of the term 'swaraj' the Congress declares that in the event of the British people making common cause with the people of India in securing redress of the Punjab and Khalifat wrongs, it does not wish to declare complete independence; but if the British Government remains hostile the Congress will strive to oppose all connection with the English and will declare complete independence.' "

International Photo

INDIA'S "MAN OF DESTINY"

Mohandas Karamchand Gandhi remains dictator of India's national aspirations on "Non-cooperative" and "Non-violence" lines by vote of the All-India Congress.

Officials closely connected with the India Office, we learn also from London dispatches, deprecate statements made by "Indian propagandists" in America concerning events in India. One such, they say, is the story of the declaration of an Indian republic, which was based on the opening address at a Moslem conference in session at Ahmedabad, where the advocates of violence voiced a program which the All-India Congress rejected. Also the India Office publishes a report from the Punjab Government concerning riots in that region about Christmas time which were repressed. The government offices and the police stations were attacked, and the police were "forced to fire on the mob." Perhaps too much "repression" animates the policy of official India, some British newspapers hint, while among Indian journals we find the Lahore *Tribune* saying:

"The extremist Anglo-Indian Press is passing through one of its periodical fits of hysteria. The two unfailing characteristics of this fit are violent denunciation of a popular movement, and passionate exhortation to the Government to suppress it. Its exciting cause is invariably some popular activity differing in kind or degree from that to which the patient has got accustomed. Every one who is of age to remember it will testify that the section of the Press to which we refer has again and again been seized with this fit during the last thirty years, and that during the last decade and a half it has been of increasing frequency as well as intensity. The climax has been reached during the past two years and a half and even more particularly since the starting of the Non-cooperation movement. Non-cooperation has, indeed, been to our friends literally what the red rag is to the bull, and in every case in which a new step has been taken in pursuance of this movement they have been thrown into a new fit."

AMERICAN AND EUROPEAN TEAM-WORK

AMERICAN COOPERATION in steadying the financial balance of Europe is as necessary as American arms were needed in the war to "make the world safe for democracy," say various European observers in noting the British official indication that participation by the United States in the financial consortium laid before the Cannes Conference is an essential factor to its success. But some critics of America among the European press rather sharply hint that financiers and business men of the United States ignore this fact, and are moving along on lines dictated solely by self-interest. Consequently, common sense suggests to every country in Europe, says an economic writer, in the Dutch review *Vragen des Tijds* (Haarlem) that "our buying capacity with America be kept intact." Work, economic readjustment, thrift and reduction of military expenditures can not save Europe if economic relations with the United States are not changed. We read then:

"America is not on the right track. It does not want to accept European goods or European labor. But on the other hand it wishes to continue as the great provider of its anemic debtor. All credit and the introduction of American capital into Europe with this aim is contrary to the laws of economic restoration. On its side Europe should abstain from purchases in America, and should send its exports to other countries in which they would be paid for in cash. Europe should push agricultural effort to the limit, which, besides the production rendered, would involve also a solution of the problems of the workless. Even with a large reduction in her exportation lists, there would still be means of existence in America for everyone, and even room for immigrants.

"But, if in spite of present conditions, America presumes to keep her exports on the basis and at the level of 1913-1914, she should look elsewhere than in Europe for markets. Europe should take care that she also appears in these markets, so that her export trade may be extended. Europe can compete with America in the matter of prices; but in the matter of credit, America has the advantage over Europe.

"In order to prevent disorganization in business and in business intercourse, America should extend long-term credits for the payment of the debts contracted with her by Europe. There must be free trade between 'the United States of Europe.' Exports on credit can be helpful only temporarily. The economic interests of all the European states is integrally opposed to the direction in which American financiers and economists have set their country."

The consortium plan, referred to in the opening paragraph, involves the forming of an international industrial corporation, Paris dispatches inform us, in which Great Britain, France, Germany, and if she so wishes, America, shall take equal shares of the capital stock. Other Allied nations and such neutrals as may be duly included, should also participate "in amounts to be agreed on by the Franco-British organizing committee." This mixed British and French committee, we are told, is made up of financiers and business men, and it is said that the capital which the promoters believe necessary is $100,000,000, which can be raised "by Allied and interested neutral financiers without American aid." With this capital it is said that the corporation would be prepared to begin work on the reorganization of the railroads and harbors of Eastern Europe in a way to provide facilities for private enterprise, with the assurance that the essential conditions of economic and commercial life will be provided.

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SCIENCE - AND - INVENTION

THE DOG'S WILD ANCESTORS

WHAT OUR FRIEND THE DOG was before our grandfathers of the Stone Age turned him into a domestic animal; why we can not domesticate the wolf of to-day; why all dogs do not resemble their wolfish forbears—these and other interesting questions of canine descent are discust and explained in *Conquest* (London) by R. I. Pocock. The great diversity of modern dogs, Mr. Pocock tells us, is artificial—the result of breeding—and has nothing to do with ancestral character or appearance. Comparison between a deerhound and a Pekingese, a bloodhound and a pug, reveals far greater divergence in external appearance than can be found between the most widely different wild species of the dog tribe. This divergence, indeed, is so great, Mr. Pocock thinks, that it may be difficult to convince his readers that the breeds in question had in all probability a common origin, or are at all events the descendants of at most a few closely related species. He writes:

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A FULL-BLOODED WOLF AS A WOMAN'S PET.

Mrs. John J. Keeler of New York City and her pet wolf, as photographed two years ago, when he was less than one year old. He is now in the Bronx Zoo. Mrs. Keeler informs us by phone that contrary to the theory of the writer of the accompanying article, he has never developed any savage or wild traits.

"What we know of the past history of dogs unfortunately throws no light upon this matter. Away back in what is called the New Stone Age, before man had learnt the use of metals, we find evidence of the domestication of the dog; and Egyptian and Assyrian monuments, a few thousand years old, delineate breeds extraordinarily like some of those with which you are familiar. No help, therefore, is to be obtained in those quarters. But a study of the existing wild species of the dog family very soon helps us to affiliate our dogs with one or two types.

"In our language we have only four words for canine animals, namely, dog, wolf, jackal and fox; and these names, unfortunately, have been applied with characteristic, if unavoidable, looseness by naturalists to species, utterly regardless of their affinities. Hence, you must not assume that an animal you read of as a dog, a wolf or a fox is necessarily closely akin to the European species to which those names were originally applied. For instance, the long-eared fox of South Africa differs far more from our fox than the latter does from a wolf; the maned wolf of South America looks like a gigantic fox with preposterously long legs and resembles a wolf only in stature; the Brazilian crab-eating dog—which, by the way, does not eat crabs—is not akin to European dogs, nor is it a fox as styled by English settlers in the country it inhabits; and both the hunting dog of Africa and the red dog of India differ from our dogs much more than wolves and jackals do. I have mentioned this question of names because their application is very confusing even to people one might expect to know better. All the above-mentioned types of the dog tribe, as well as the genuine foxes, may be set on one side in the search for the origin of our dogs. Foxes, indeed, are so different that you must regard with the greatest suspicion the claims not infrequently put forward by farmers and others of the existence of hybrids between foxes and dogs.

"Now of all the wild species of the dog family, the only ones that are closely allied to our domesticated breeds are the wolves and jackals. Jackals may be described as small wolves or wolves as large jackals. There is complete intergradation in size. Zoologists have expressed the kinship between wolves, jackals and dogs by giving them the name *Canis;* and wolves and jackals are the only genuinely wild species of *Canis* known. I say genuinely wild, because you may think I have forgotten the dingo, the so-called wild dog of Australia. But nobody doubts that this dog, which is practically indistinguishable from some of the 'pariahs,' the scavenger dogs of the East, was taken in prehistoric times to Australia from Southern Asia by the blacks who first settled there."

The likeness between wolves and jackals and many of our street dogs is not close, Mr. Pocock admits. For instance, modern bulldogs and griffons differ widely from them. These, however, he sets aside as degraded products of man's handiwork, "monsters as abhorrent to Nature as a vacuum." But now and again dogs resemble wolves in color and almost also in shape, with the characteristic alert and "wolfish" look imparted by upstanding ears. Such breeds are the Belgian or Alsatian sheep dog, the Eskimo and the Scandinavian elkhound; and it seems likely that these three types have retained almost unchanged the characters of the original type of domesticated dog. He continues:

"The Eskimo is particularly interesting in this connection, because, like the wolf, it does not bark. This is an important point, because the barking of domesticated dogs has been put forward as an argument opposed to the theory of their descent from wolves; and the further argument on that head based upon the curling of the tail breaks down in the case of the Belgian sheep dogs, some of which are remarkably wolf-like.

"Referring to color, there is one point connected with the pattern of domesticated dogs which has a curious historical interest, because it shows how a comparatively simple phenomenon baffled the astuteness of the author of 'The Origin of Species.' Darwin discust the black-and-tan pattern of domesticated dogs at some length. He noticed 'the highly remarkable'

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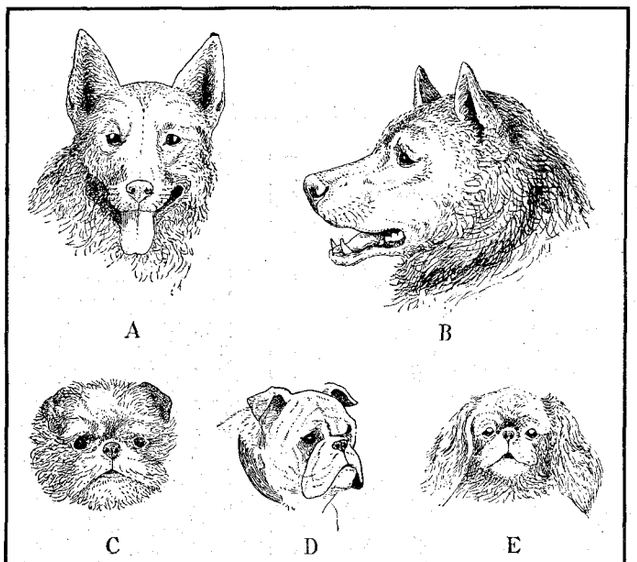
occurrence of this pattern in 'extremely different breeds living in various parts of the world'; and he investigated the question somewhat fully in the hope that he might thereby discover a clue to the origin of our breeds amongst wild species. But failing to find evidence of the existence of a black-and-tan species, he came to the conclusion that a now extinct species may have exhibited that style of pattern. It seems, however, that this pattern is nothing more than an illustration of a simple law of color-change prevalent in many animals. If a dog thus colored be compared with typical wolves, it will be seen that the tan is developed in the dog on areas which in the wolf are white or paler than the rest of the body owing to the absence of the black pigment which gives the grizzled appearence to the upper



A, Belgian sheep dog and B, Eskimo, showing the wolf-like type of domesticated dog. C, D, E, griffon, bull dog and Pekingese, degenerate types illustrating human ideas of canine beauty.

and outer sides of the head, body, limbs and tail; and, further, that these grizzled parts in the wolf are wholly black in the dog. The dog, in fact, is merely a more heavily pigmented type than the wolf, the black-and-tan pattern being the first step towards the common wholly black type. These color phases, like albino, are nothing but 'sports' with which we are familiar in most domesticated animals. Hence there is no reason for attaching any importance to the black-and-tan pattern of dogs in our search for the color of the ancestor. It has no more value than black or white or black-and-white or liver-and-white —all are alike deviations from the wolf-coloring which you may see in many Eskimos, Belgian sheep dogs and elkhounds.

"Realizing th kinship between wolves and dogs, many people think that a wolf cub, if taken early enough from its mother, can be reared and trained to be a tame and trustworthy animal. That is a great mistake. In the Zoological Gardens we have sold from time to time a good many wolf cubs to people under the influence of that delusion. Up to a point everything goes well; but sooner or later, the character of the wild beast asserts itself, and the wolf is either returned to us or handed over to some other menagerie. The reason for this is that the immense antiquity of domesticated dogs has given time for man to modify the character as well as the structure. Individual wolves vary enormously in temperament and in their response to human treatment. Some of them, after a short period of captivity, will allow themselves to be patted and stroked by those who look after them, tho it is never safe to trust them too far. Others remain obstinately snappy and fierce to the last. This variation in character was early taken advantage of by man, and those individuals exhibiting docility, intelligence or other qualities fitting them for man's companionship and use were preserved for breeding, whereas those with the opposite qualities were discarded. This process of selection of the suitable and rejection of the unsuitable, carried on generation after generation for many thousands of years and still in force, has brought about the difference in character between dogs and wolves above alluded to; and in one familiar instance has so altered the disposition of the natural enemy of the sheep as to turn him into the faithful guardian of the flock."

OUR GIFT OF FOOD PLANTS TO THE WORLD

AMERICA GAVE THE WORLD its principal food plants. Long before the white man came to America the Indians engaged in intensive agriculture. They raised corn, beans, pumpkins, tobacco, and many other edible plants that the rest of the world never knew until Columbus and his followers came here and took them back to Europe. Every food encountered by the early explorers of North and South America was new to them. There is not the slightest trace that a single cultivated cereal, vegetable, fruit or root crop of the Old World had come to America before the time of the discovery. Dr. W. E. Safford, of the United States Department of Agriculture, has come to these conclusions after a study of the origins of our food plants. Says the Science Service's *Science News Bulletin* (Washington):

"In the narratives of Columbus, Captain John Smith, Champlain, and other early explorers he has found descriptions of the food plants that were entirely new to them but which are now the chief sustenance of peoples in remote parts of the world. In prehistoric graves and burial mounds he has found actual specimens of the most important economic plants. In the desert regions of Peru and our own arid Southwest, these were in a remarkable state of preservation, while the specimens from the rainy regions have persisted only when charred by fire.

"Some of the chief American economic plants found their way to other parts of the globe so long ago that the people now cultivating them believe their ancestors always had them, Dr. Safford points out.

" 'Even botanists have been misled by the very early dissemination of American plants,' he says. 'Our most important authority on the gourd family, for instance, gives Asia as the original home of the American squashes and pumpkins. The origin of the common bean, cultivated all over North and South America in prehistoric times, has been much discust, several eminent writers, unhampered by botanical knowledge, confusing it with *faba* of the Romans; others mistaking for it varieties of certain Asiatic cow peas, which resemble it superficially.

" 'Very recently, a professor in one of our leading universities, eminent as a philologist, but lacking in botanical knowledge, made the astonishing announcement that tobacco, mandioca, peanuts, and other important economic plants of undoubted American origin had been brought to the New World from the Old after the discovery, and he branded Columbus and his companions as liars and impostors.

" 'Fortunately we know the very plants which Columbus described in his reports. We can identify the bark which he mistook for cinnamon, the wood which he believed to be the precious *lignum aloe*, and the pungent berries he mistook for pepper. In the light of our present knowledge their original narratives become clear, in spite of the interpolated accounts of fabulous monsters taken from the narratives of Marco Polo and other early explorers, which often rival the Odyssey itself. Even Champlain's narrative includes tales of mermaids, yet these tales do not invalidate the accuracy of his observations concerning the regions visited by him, and the customs of the inhabitants.'

"Some of the histories which are used as text-books scarcely refer to the Indians of our continent, except as an evil which the early settlers had to contend with, Dr. Safford has found. Few of them call attention to the fact that but for the Indians many of the early colonies would have perished.

" 'John Smith spoke of the generosity of the Virginia Indians in feeding his starving companions,' he points out. 'Champlain bore witness to the hospitality of the Indians on the coasts of what is now Massachusetts, and if it were not for their Indian neighbors, the first settlers of New England would have died from famine. We are apt to regard the American Indians as perpetually on the war-path or on hunting expeditions, not realizing that in many parts of both North and South America they engaged in agriculture. Great valleys, in what is now Ohio, were continuous cornfields. There, as in Virginia, the Indians prepared the land, planted and harvested their crops of corn, beans and pumpkins, and laid by their stores for winter.

" 'The extensive use of tobacco by tribes inhabiting this region is attested by the discovery in prehistoric burial mounds of a great number of pipes, some of remarkable beauty and artistic merit.' "

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TO MAKE WORK A PLEASURE

INDUSTRIAL PROBLEMS will become no problems at all, as soon as we succeed in making work interesting. This, says Walter N. Polakov, a New York consulting engineer, writing in *Mechanical Engineering* (New York), is the first step toward the reduction of waste. The use of labor-saving machinery will never by itself achieve this result, Mr. Polakov asserts. Its tendency, he says, has been toward increased cost of production instead of reduction of expenses. In times of industrial depression, idle expensive equipment greatly increases cost. The workers, on the other hand, failing to get stimulation and satisfaction from work as mere parts of automatic machinery, demand shorter hours of this drudgery and higher compensation with which they can buy the interest, stimulation and pleasure which they fail to find in the work itself. He goes on:

"The task before the engineer to-day is to overcome the ill effects of automatization and mechanization of industry. The world needs the highest possible production and the workers demand creative self-expression in industry.

"The solution will be sought in the development of means of abolishing the industrial monotony and drudgery of work by introducing into it intelligent, self-expressive, creative motives. The problem thus resolves into one of *making work fascinating* as a means of pleasing the desire to work.

Photo from Underwood & Underwood.

A TEAM OF RUSSIAN "WOLF-DOGS" AT ARCHANGEL.

"The early attempts to make workers personally more efficient are generally connected with the Taylor system of management. Time studies, motion studies and other means of studying the work are in themselves commendable. Unfortunately, however, all lead to standardization and mechanization of manipulations. Once man is lowered to the level of an automaton, the creative element is driven out of his work and subsequent difficulties are impending.

"For some time past weariness of spirit and dissatisfaction with brutalizing monotony of work not only has made the workers in this country as well as abroad restless and irritable, but also has moved them to demand short hours and high pay for drudgery, while the quantity and quality of personal output has sometimes decreased.

"This failure to recognize true human nature is the basic cause of the alarming extent of industrial waste. Our losses are primarily due to the application of animal standards to human creative activities.

"For some time past studies of industrial fatigue have attracted wide-spread attention both in this country and abroad. It has been proved by various investigators that a great deal of waste in production is due to unnecessary fatigue, as distinguished from that necessary for performance of work under the most favorable conditions. An even more important finding, however, is that physical fatigue itself is largely traceable to mental and nervous fatigue produced by the monotony of repetitive operations and allied factors. Moreover, while mere physical fatigue gives to the man unmistakable warning, thus preventing physical breakdown, and recuperation is rapid and complete, the nervous and mental fatigue accumulates unnoticed.

"In this connection the elimination of monotony and the provision of mental and emotional stimuli, making work at least in a measure fascinating, is the fundamental requirement for reduction of such industrial wastes as irregular attendance, large labor turnover, irritability of workers, inattentiveness, susceptibility to accidents, poor workmanship, high percentage of spoilage, low individual output, etc."

Incentives to higher production have been offered, both financial and non-financial. To the first group belong profit-sharing, differential piece rates, incentive payments, etc.; in the second group the non-financial incentives of Wolf stand alone. As a means for securing the interest of workers in the work itself, Mr. Polakov considers any form of money payment obviously unfit, as merely creating interest in securing a larger pay. The work itself becomes still less attractive. "Non-financial incentives, on the other hand, have demonstrated the value of an environment which stimulates thinking." He continues:

"By having opportunity to constantly increase their knowledge of the underlying natural laws of the process, the workers are able to realize the joy which comes from a conscious mastery of their part in any process. The creative activity is the final aim of human beings, yet to preserve life we must not only provide the material requisites of food, clothing and shelter, but meet also the higher demands of human life commensurately with the degree of culture and service rendered. This aim can be attained by a two-rate wage as developed and practised by the author; it substantially consists of a fixt rate of wage based on *time and class* of work and a *secondary* rate of wage based on actual *exercise of skill*, knowledge and intelligence.

"A method of compensation of this character stimulates the development and exercise of creative power, encourages elimination of waste and does not suppress the desire to serve. In seeking these aims the fascination is readily found, while the interest in improvements and accomplishments is not pushed to the background by financial uncertainties or worries.

"In order to eliminate a major part of our industrial losses, the creative, intelligent impulses of men should be given the fullest opportunity of self-expression. As an ideal we may foresee a complete abolition of monotonous, automatic, repetitive operations performed by men. These should be relegated to machines, while men should assume the part of directors and supervisors of processes. Workers by brain and by hand should unite in inducing relations between causes and effects, which are separated by the time elapsed.

"The greatness of a new industrial leader will lie in his ability to liberate the creative forces within men, as against relegating them to the level of animals carrying burden and doing machine-like work.

"In the author's experience in promoting and increasing industrial efficiency, he has found that the most fundamental, most successful and most enduring way to do it is in the elevation of man to his true dignity as an intelligent, creative agent. To be specific, the monotonous physical labor of a fireman is readily transfigured by special training into a fascinating game based on the exact sciences of physics and chemistry, requiring an exercise of mental capacities. Watching and interpreting a simple array of instruments provides men with interest, which is

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augmented as they intelligently control a process and watch the results attained.

"Reorganization of jobs and corresponding transformation of workers' attitude have been successfully tried in a variety of establishments—in the glass industry, pulp and paper mills, foundries, power plants, etc.—and the further application of these principles awaits the progressive cooperation of manufacturers and industrial leaders."

FIGHTING FLANDERS POPPIES

"IN FLANDERS FIELDS the poppies blow"—but they are not to be allowed to do so on or near the dump heaps of Kearny, N. J. The Federal authorities are determined that the New Jersey farmer shall not have to struggle with this plant as do his overseas brothers in France and Belgium. Beautiful as the poppies are to look at, they are a pest, we are told, from the agriculturist's point of view. Says a contributor to *The Evening Post* (New York):

"Flaming poppies from Flanders fields, brought over as ballast in transports with the returning American troops, will not look upon another spring. The dump heaps of Kearny, N. J., where the poppies blew last spring, will be plowed over. The poppies that came from France, where they dance over the countless graves of war dead, have been adjudged a nuisance by the Federal Horticultural Board, and they must be stamped out—root, stalk and seed.

"True it was that they reminded the passer-by that something of France and Belgium had become an inseparable part of this country. Their waving banners recalled to workingmen days when poppies bent beneath the blast from machine-guns and bursting shells; their nodding heads told fathers and mothers that, in France, poppies will spring in perpetual memorial.

"But to the pathologist they brought a different message—a threat. They were a menace to the fields of farmers and the truck gardens that feed the huge populations of great cities, the town, and the country. This threat to the well-being of peace time outweighed their sentimental value, and next spring they will be plowed under before they bloom, and plowed under again and again till they rise no more.

"Attention was called to the existence of the Belgian poppy on a strip of filled ground in the yards of the Federal Shipbuilding Company at Kearny, N. J., by a story published in the *Evening Post* of June 21. S. G. Rich, in a letter to the newspaper a few days later, explained the menace of the plant as a pest.

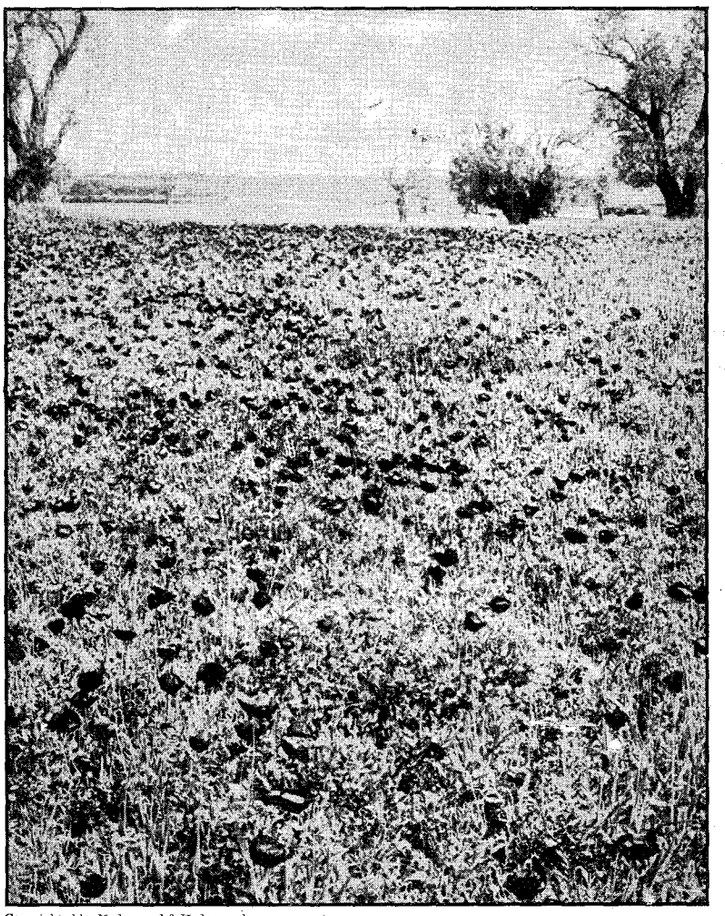
"It was not until this week, however, that official steps were taken to inquire into the matter. Some one in Seattle, who read the story, wrote a letter to the Washington office of the Federal Horticultural Board, which was forwarded to the New York office in the Custom House.

"Harry B. Shaw, pathologist in charge of the local office, denied that the matter of inspecting dirt ballast from Europe to guard against pests had been neglected. He said that in 1919 he made a survey of all the dirt ballast which had been dumped in the neighborhood of New York, tracing it by the records of contractors.

"'At that time,' he said, 'I found that most of the ballast dumpings were of subsoil, slag, or cinders, which would not be likely to contain seeds or dangerous animal organisms. The seed of the poppy, however, is very light and could have been carried from the fields to the ballast piles by the wind or by birds.'

"Having knowledge of where practically all the ballast had been dumped, he said the task of eradicating the poppies by plowing them under or by other means would not be difficult. It was explained that the poppy, with its bristly-haired stalks and leaves, was valueless as pasturage and in cultivated fields existed only as a weed which crowded out just that much space on which wheat or other grain might have grown.

"'The reason the poppy blooms in France and Belgium,' he said, 'is because the farmers can't get rid of it.'"



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"IN FLANDERS FIELDS THE POPPIES BLOW."

But they are not wanted in New Jersey.

A NEW WAY TO MAKE ICE-CREAM.—Western ice-cream manufacturers promise to take the lead in an issue aimed to "bring the ice-cream industry to its rightful position in the food industries" we are assured by an editorial writer in *The Western Confectioner* (San Francisco). He says:

"It was only a short time ago that Western manufacturers introduced carbonated ice-cream to the world, marking an innovation in existing practises so great as to be almost revolutionary. Now comes a Western manufacturer and inventor with a machine which promises to revolutionize the freezing of ice-cream and greatly reduce the operating costs of manufacture. It is a significant fact that one of the first plants in America to adopt carbonization should be the firm to develop the new freezing process. The method of manufacture projected in the new Martin process is virtually a reversion of the Merrell-Soules patent for drying milk, in that instead of drying the product it is frozen. The homogenized mix is sprayed through an atomizer into a hardening room, lined with shiny steel. This is maintained at the desired temperature. The milk is instantly formed into minute snowflake-like particles which collect at the bottom in liquid form, just like the mixture which is drawn from the hardening room directly into the cans for any desired weight. The bottom of the tank contains a worm, which can be worked steadily to draw off the mix, or can be used intermittently, as desired. The only equipment needed between the homogenizer and the hardening room is a pump, which will mean the elimination of the expensive freezer-room equipment now found in all modern plants."

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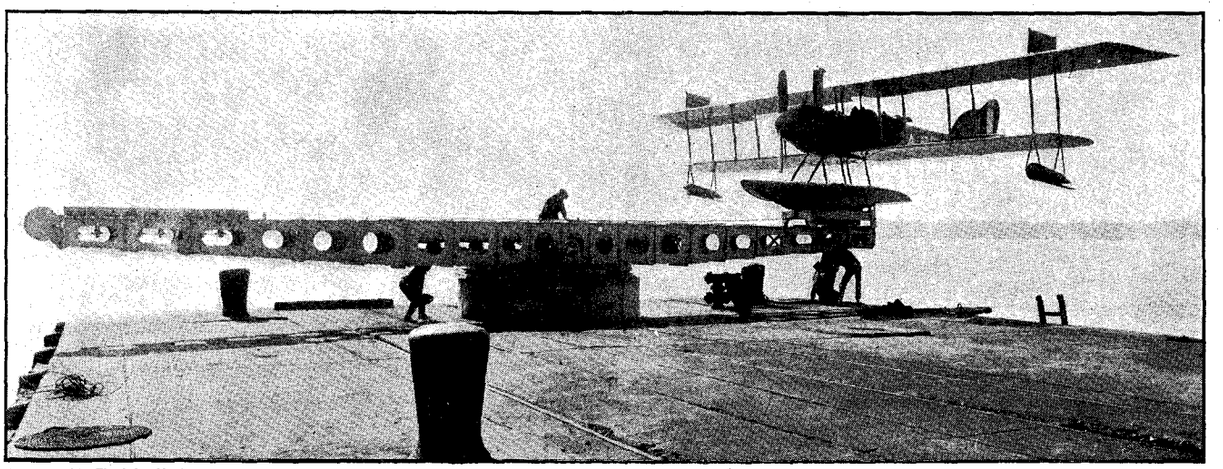

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HOW THE BATTLE-SHIP WILL ANSWER THE BOMBING PLANE.

Turntable and catapult for launching a seaplane into the wind from the warship's deck.

THE ANSWER TO THE AERIAL BOMB

THE NAVAL MENACE of the bomb dropt from an airplane is to be met by launching other airplanes that will engage the bombers in combat before they can release their deadly freight. This means provision on battle-ships for carrying and launching aircraft, which may be done by means of the "catapult turntable"—a device just perfected in the U. S. Navy. Aircraft have been chiefly carried, in the past, on special vessels known as "aircraft-carriers," provided with a deck for launching. It is clearly impossible to provide battle-ships with this flush deck. To permit the launching of airplanes from a battle-ship or other war vessel, the catapult has been resorted to, and a special type of catapult has been developed at the Philadelphia Navy Yard, which has been designated a turntable catapult, because the catapult mechanism proper is mounted on a turntable so that it can be pointed into the wind when launching a plane. Says the writer of a descriptive article in *The Scientific American* (New York, January):

"One catapult of this type could be installed on every battle-ship and could launch when needed a fighting airplane, so that a fleet of battle-ships would be able upon the approach of hostile bombing airplanes to send into the air instantly a large number of fighting planes to shoot them down before the bombing attack could be developed. This is the real answer to the threat of the bombing plane, which was demonstrated in so spectacular a manner by the recent bombing from the air of the ex-German warships.

"In the bombing attacks of these ex-German warships it was shown that bombs dropt from the air could do material damage to warships which did not defend themselves. Obviously a warship can defend itself by anti-aircraft gunfire, but better by attack in the air.

"The catapult of this particular type is new, but the elements are the result of Navy catapult development initiated in 1911. This early catapult was highly experimental, and while the first flights were successful, the device was not entirely satisfactory. The matter was resumed in 1915. A new design of catapult, based on experience with the first one, was installed on the stern of the armored cruiser *North Carolina*, and successful flights were made. Similar catapults were installed on the armored cruisers *Seattle* and *Huntington*, and during the early winter of 1916 successful flights were made from these cruisers. At the time the United States entered the war the principal naval effort was anti-submarine and its object was the convoy of shipping. Aircraft were not needed aboard these cruisers for this purpose, and the catapults were removed. After the armistice, the catapult problem was again taken up and a catapult, similar to the *North Carolina* design, which had been in use at Pensacola for training aviators while mounted on a coal barge, was brought to Washington, and further tests and investigations made. The result of this investigation led to the design of the present turntable type of catapult which has now been completed at the Philadelphia Navy Yard and mounted on the water-front for practical testing with aircraft.

"The old catapults, such as were used on the *North Carolina*, consisted of a track along which a carriage was propelled by a comprest air cylinder. The airplane was mounted on this carriage, and as the carriage speeded up it released the airplane at the end of its run, allowing it to fly into the air. The track for this catapult was mounted along the center-line of the ship, and it was necessary for the ship to set herself on such a course that the wind blew in the direction of the catapult track. These considerations led to the development of the turntable catapult, which permits the ship to proceed upon its usual course in formation while the catapult is trained like a turret into the relative wind."

The turntable catapult consists, we are told, of a bridge-like structure mounted on a turntable upon which there is the usual car which carries the airplane, and this car is propelled by comprest air. Frequent tests have demonstrated that it is possible to launch by such a mechanism any of the types of airplane or seaplane which would be carried upon a battle-ship. The writer continues:

"The problem of launching an airplane in a short run by means of the catapult depends upon several factors. The first and primary one is, of course, that at the end of the run the catapult should have given the plane a speed such that when the plane is released from the car the wings will lift it into the air, and flight has begun. This requires that the launching velocity shall be somewhat in excess of the minimum flying speed of the plane. Second, it is necessary while the plane is being brought up to this flying speed that the plane be held securely to the launching carriage in order that it will not leave the track too soon. Finally, it is necessary that the acceleration of launching shall not be so great or so violent as to injure the pilot, who must ride in the plane and preserve all his senses alert in order to take charge as soon as he is released at the end of the run.

"The development of a successful catapult to accomplish these desired things is believed to mark an important step in providing our fleet with aircraft, and, with these turntable catapults, which are relatively small and compact, it is possible to provide the individual vessels of the fleet either with airplanes which can be launched from catapults when desired, but which will land upon an aircraft-carrier when their mission is completed or, alternatively, the warship may carry seaplanes which can be launched from the catapult in a similar manner, but which will land upon the surface of the sea and be hoisted aboard like a ship's boat. Until such time as the Navy is provided with a suitable number of aircraft-carriers it will be necessary to use seaplanes for work with the fleet. Under many conditions the seaplane in its present state of development is entirely practical, altho in very rough weather a landing upon the sea is likely to mean the damage if not loss of the seaplane, altho it is to be expected that the aviator can be rescued."

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SAINT-SAËNS

LAST SUMMER, in the Casino at Dieppe, Camille Saint-Saëns played in his last concert. He declared then it would be his last, tho he could not have foreseen that death would overtake him before Christmas. It was an exacting piano performance with orchestra of one of his own compositions, and competent listeners declared afterwards that he never missed a note. Tho eighty-six, his amazing vitality seemed unimpaired.

Photo from Underwood & Underwood, N. Y.

THE GRAND OLD MAN OF MUSIC.

Camille Saint-Saëns, who first appeared as a concert pianist before the Revolution of '48, and played without flaw last summer.

He visited New York in 1906 and appeared with Walter Damrosch and the Symphony Society in his "Africa." "He seemed to have no ecstatic views of the state of musical taste in this country," says Mr. W. J. Henderson in the New York *Herald*. But that may have been derived from Mr. Vincent d'Indy's impressions from a visit just preceding Saint-Saëns. D'Indy went back to France and declared that in all this land there was only one good orchestra, one good quartet and one good critic. And these belonged to Boston. So Mr. Henderson thinks the choice of "Africa" for New Yorkers was thought good enough by its composer, tho he picked his dullest work. After this performance Saint-Saëns gave a piano recital and showed that "his fingers had found the secret of perennial youth." Mr. Henderson goes on:

"He played with such elegance, such suavity, such delightful fluency and finish that those who heard him declared that under his style they discovered the foundations of his entire art.

"For in his compositions M. Saint-Saëns was ever an exponent of elegance. His works have aristocracy and personal distinction. His orchestration is beautiful in its transparency, its delicacy of tint and its perfection of balance. As a scholar in his own field he was aptly described in 1859 by no less an authority than Hans von Buelow, who said:

" 'There does not exist a monument of art of whatsoever country, school or epoch that Saint-Saëns has not thoroughly studied. When we came to talk about the symphonies of Schumann, I was most astonished to hear him reproduce them on the piano with such an amount of facility and exactitude that I remained dumfounded in comparing this prodigious memory with my own, which is so much thought of. In talking with him, I saw that nothing was unknown to him, and what made him appear still greater in my eyes was the sincerity of his enthusiasm and his great modesty.'

"Gounod said of him; 'He could write at will a work in the style of Rossini, of Verdi, of Schumann or of Wagner.'

"As to this one can fervently exclaim, 'What a blessing that he did not!' For whatever the future may think about the tenuous character of the art of Saint-Saëns, it is safe to say that its amiable individuality will continue to be recognized. For he was the Mendelssohn of French music, always a gentleman, a scholar and an artist.

"Of course this distinguished musician is known to operagoers as the person who created the rôle of *Samson* for the late Mr. Caruso. It is now history that 'Samson et Dalila' was dead till Mr. Caruso's performance of the strong man of Israel restored it to life. The question now to be answered is whether it will stay alive without Mr. Caruso's help. But that is a question which need not trouble us. The trouble is for Mr. Gatti-Casazza."

Saint-Saëns was "truly representative of the Gallic Spirit, not only in his music, but in his personality," says Mr. Richard Aldrich in the New York *Times;* also "in his many-sided culture, the brilliancy, the grace and effectiveness with which his intellect was brought to play upon whatever interested it." More:

"He was a writer of keen criticism, of wide sympathies, also of emphatic aversions. He delighted in paradox; and more than once, having espoused the cause of the under dog, he turned and rent the same, when he became the upper dog; as when, in the earlier days, he wrote urgently in favor of Wagner only to discover, after Wagner had won the day in Paris, that his music was no food for French taste and that he had never been a 'Wagnerite.'

"He dabbled in astronomy, in mathematics, in psychology. He interested himself in archeology, and at one time was zealous in reviving—so far as modern performances may be called revival—the classical drama with music in the old Roman amphitheaters of France. He traveled in many lands, and died in one

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of his favorite haunts in Algiers. There were stories of his disappearances, sometimes at critical moments, that were amusingly exaggerated. One of them even had it that, years ago, Saint-Saëns came incognito to New York and spent some days at a French hotel, where he was recognized by a compatriot."

Mr. Finck of the New York *Evening Post* breaks a lance in the Frenchman's behalf, and gives us an account of it in a way to show that musical criticism in this country must involve more than the consideration of mere music:

"'When you say that Saint-Saëns's violin concerto is as inspired as Beethoven's violin concerto, the most marvelous piece of violin music ever created, the only fault of which is that the overwhelming beauty of the orchestral part at times overshadows the solo part, don't you think that you ought to step aside and give a younger man a chance to write criticisms for the *Evening Post?* If it is your real opinion, Mr. Finck, I consider it nothing short of musical madness. To compare Ludwig Van Beethoven with Saint-Saëns or anybody else, for that matter, is musical criminality. Let's see if you dare print this in your paper.'

"The above, which was sent to me last spring, is a delightful specimen of the effect produced on many minds by decades of German propagandism, trying to make all the world believe that only the German composers reached the highest pinnacles in music. This propagandism acted like poison gas, asphyxiating the critical faculties of no end of people who did not suspect they had been poisoned. Fortunately, I had a gas mask from the start. While I always in my newspaper articles and books proclaimed the glories of German music, with trombones and trumpets, I reserved the right to express also my enthusiasm for the Polish Chopin and Paderewski, the Hungarian Liszt, the Norwegian Grieg, the French Saint-Saëns, Bizet, Massenet, and Gounod, the American MacDowell, the Italian Verdi and Puccini.

"Among those who have been asphyxiated by German propagandism, or their own foolishness, is our friend Mencken, who accused me the other day of talking windy nonsense because I 'praised Massenet and sneered at Strauss.' If Mencken will take the trouble to read my book on Richard Strauss, he will find that I do not sneer at him, but simply give my sincere opinion as to which of his things I consider good and which mediocre or worse. I do not know any one who disagrees with me except such men as Mencken, whose credo is, evidently, that, if a composer is a German he must not be sneered at, and if a Frenchman he must not be praised. If he will read my book on Massenet, he will find that I have carefully discriminated between his inspired operas and those which were mediocre or worse, just as I did in my Strauss. Criticism is, of course, greatly simplified by adopting Mencken's way of saying, 'French, therefore bad; German, therefore good.' But I do not believe in that kind of simplicity.

"Saint-Saëns, not being a German or a Mencken, did not think it nonsensical to praise Massenet. Saint-Saëns was the most interesting of French writers on musical authors as well as the most scholarly and many-sided of French composers to the present day. Read his 'Portraits et Souvenirs' or his autobiographic 'L'Ecole Buissonnière.' In this there is a chapter on Massenet in which he refers to the charge that 'he is not profound.' 'This is true,' retorts Saint-Saëns, 'and it is a matter of not the slightest importance. . . . . The artists of Greece, whose works are marvelous, were not profound; their marble goddesses are beautiful, and beauty is sufficient.'

"Like Saint-Saëns himself, Massenet had the art of concealing art. Both had the gift of making everything so clear that their scholarship escaped notice. A shallow mud-puddle seems deeper than Lake Tahoe. That's what Germans and pro-Germans so often forget. Much of the 'depth' of German music is nothing but muddy thought.

"French music must be played the French way, not the German way. The concerto of Saint-Saëns referred to at the beginning of this article was once played here by Thibaud under Colonne. It was a revelation to me of the genius of Saint-Saëns. A genius he was, if genius means originality, the power of creating something new.

"It has been said of him that he was not impassioned in his music. This is true of most of his music, as it is true of most of the music of those paragons of profundity, Bach and Brahms. But there is impassioned melody in 'Samson et Dalila,' and probably also in his other operas, which have not been sung here. There is certainly deep feeling in his C minor symphony, and his symphonic poems have a dramatic quality which is emotional. But they must be played the French way."

JAZZ PLAYED OUT

PEACE TO THE SOUL OF JAZZ—"tho it gave little peace to others!" In such words is spoken the threnody over the demise of that form of music that came nearest to reviving some of the effects of the jumping maniacs of the Middle Ages. Dead, we are assured, it is, tho some words in commendation were reported to have been spoken recently by no less a musical genius than Dr. Richard Strauss. The New York *Herald* reports that "the decline and fall of jazz has been going on apace during the present theatrical season, as attested by the success of the non-jazz musical offerings in the New York theater, and the comparatively short runs of the attractions featuring jazz music." The impetus to the new vogue for sane music, particularly sane dance music, is said to have been given in Boston:

"Musicians generally, and particularly leaders of dance orchestras, are of the opinion that the march back to normalcy as regards dance music started in Boston, and with the Leo F. Reisman dance orchestra, which has been engaged to come to New York for the first time in 'Good Morning, Dearie.'

"Two years ago in Boston, Reisman, the leader of the orchestra, was called upon to put together a dance organization for the Brunswick Hotel. Jazz then was at its height, and, aside from clarinets and trombones, the alleged musical instruments of a dance orchestra included such melody makers as cowbells, whistles, sleighbells, cocoanut shells, and even tin pans and wooden rattles.

"Reisman eliminated both clarinets and saxophones, and he informed his trap drummer that he was to play only the drums, while to the orchestra in general he issued the instruction that it was to play only the notes indicated by the score, and no interpolated effects would be permitted. Then he set a tempo and a rhythm. The new tempo was somewhat more deliberate than that usually set by a dance orchestra, and the rhythm was rather suggestive of a glide than a hop.

"Soon the hotel began to have a most desirable dance following, and Reisman found himself invited to play for the big social affairs of the big Eastern colleges.

"'We do not depend upon our rhythm to create interest,' says its leader. 'We merely use this rhythm for its psychological effect. We attempt to make our music melodic, so that the foremost suggestion to the dancer is a suggestion of gliding and never of jerky, ungraceful movement. We seek always to give the melody its true importance.'"

While jazz for dancers is moving off the stage, our reputable composers seem disposed to enshrine it in the halls of real art. The Chicago Symphony Orchestra recently gave a first performance of "Krazy Kat, a Jazz Pantomime," by John Alden Carpenter, a piece destined for early production by the Bohn Ballet. The *Program Notis* contains this:

"'Krazy Kat' was composed during the months of June, July and August, 1921; it has not yet received stage representation. The orchestra for which it has been scored comprises one flute (interchangeable with a piccolo), one oboe, one clarinet, one tenor saxophone, one bassoon, two horns, two trumpets, one tenor trombone, kettledrums, "traps," harp, piano and strings. Concerning the story of 'Krazy Kat' Mr. Carpenter has kindly supplied the following for this program:

"To all lovers of Mr. Herriman's ingenious and delightful cartoons it must have seemed inevitable that sooner or later *Krazy Kat* and *Ignatz Mouse* would be dragged by some composer into music. I have tried to drag them not only into music but on to the stage as well, by means of what I have called, for obvious reasons, a Jazz Pantomime. . .

"To those who have not mastered Mr. Herriman's psychology it may be explained that *Krazy Kat* is the world's greatest optimist—Don Quixote and Parsifal rolled into one. It is therefore possible for him to maintain constantly at white heat a passionate affair with *Ignatz Mouse*, in which the gender of each remains ever a delightful mystery. Ignatz, on the other hand, condenses in his sexless self all the cardinal vices. If *Krazy* blows beautiful bubbles, *Ignatz* shatters them; if he builds castles in Spain, *Ignatz* is there with the brick. In short, he is meaner than anything, and his complex is cats."

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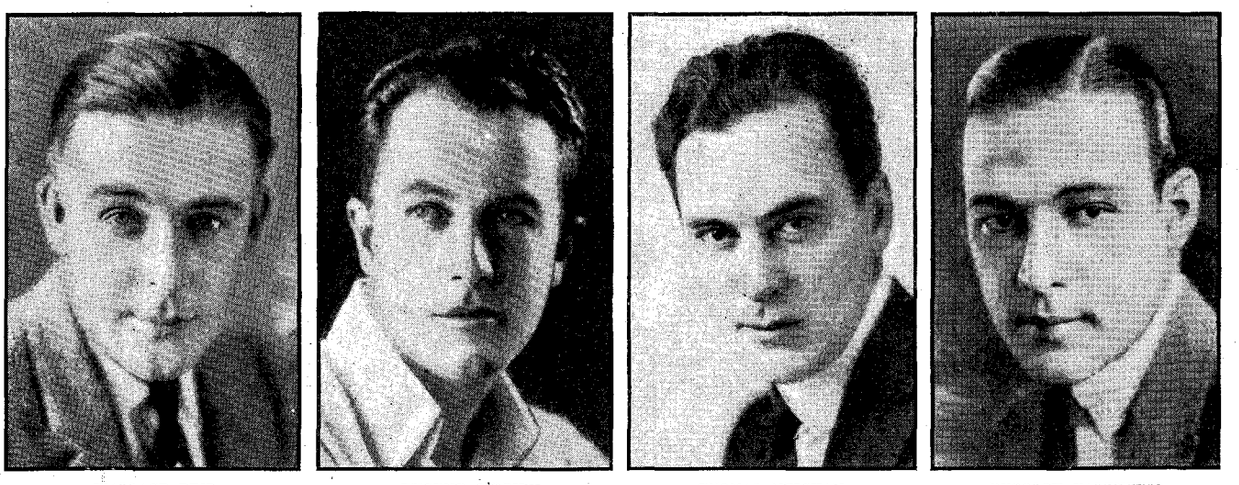

WALLACE REID | EUGENE O'BRIEN | THOMAS MEIGHAN | RUDOLPH VALENTINO

DO THESE MOVIE FACES SATISFY THE DEMANDS?

"Forced inanity or stereotyped sophistication" is charged by *Camera* against "nine-tenths of to-day's featured performances."

THE TROUBLE WITH THE MOVIE FACE

THE MOVIES have stood a good many hard knocks and not seemed to mind. Now they are confessedly in a bad way, and still the knocks continue, some of them coming from within the hierarchy itself. When *Camera* (Los Angeles) declares, in the name of the profession, that "our greatest misfortune is our lack of genuine youth," all the "pretty" faces that have stared at us from the lighted sheet seem to wither in defeated hopes. With Mr. Barlow's arraignment in the January *Forum* of the movies as an industry without, as yet, any case of real art to its credit; with Mme. Sara Bernhardt in a recent article making the dubious admission that the movies "could become art, but for the moment it serves as a school for vice, thievery and assassination," our great "Frankenstein" bids fair to undo us. But *Camera* seems to think we can be saved by "genuine youth," the lack of which it complains is marking, so it says, "nine-tenths of to-day's featured performances with either forced inanity or stereotyped sophistication." The reason, we are told, is "because the average leading man and woman are in one or two pitiable states." We will turn on *Camera* so as not to be accused of defaming our screen idols:

"They are unavoidably and embarrassingly advanced in years, or they suffer from a startlingly uneven mental combination which renders their knowledge of art and its inseparable complement, realism, entirely negligible, while lending them an overamount of that reprehensible affectation, commonly termed worldly wisdom. This latter applies to our ingénues and juveniles who, having many years to the good of Mary Pickford and Charlie Ray, scorn to be truly young in spirit with these two beloved personalities.

"If youth and romance were not one and the same thing, and if most fiction were not grounded upon romance, then consideration would not be necessary here. However, our audiences are now demanding 'the real thing' from their cinema favorites, our producers are still desiring big returns upon their investments, and our actors are invariably needing engagements. What is the answer, or rather, what will it be when more pressure is brought to bear upon the subject?

"The populace must be convinced as well as just apparently catered to, and altho thousands of fans may yet be so simple as to enjoy a love story of adolescence, a comedy-drama with regular kids living the great adventure for the first time, it doesn't follow that they are dumb enough to appreciate the casting of T— M— and L— G— in the principals. Neither are L— L— and G— G— the world's idea of youngsters, granting that their years are perhaps sufficiently few as to meet requirements.

"If we entrust our girl and boy parts to middle-aged performers and expect the people not to doubt our intelligence because we desire to pretend that dramatically age means nothing and that our choices are all excellent interpreters, we have made the falsest of moves. When we place blasé children of the camera into any sort of human beings, we are not only sacrificing beauty, but are setting up distorted standards for the modern juvenile mind to pattern. Certainly the first is foolish; the second dangerous.

"Other than an observation to the effect that possibly our star-picking methods have not been based upon wholesomeness in many cases, we have no solution to offer. Nevertheless, we believe that the theater and studio have a great supply of competent youth hanging on just awaiting a real opportunity to be developed.

"The wise director will look about him even if it upsets previously laid out systems and give the likely aspirant his chance. We are in dire need of more Bobby Harrons, May McAvoys and Gareth Hugheses to rejuvenate our art and to justify our romance."

Whether from lack of "genuine youth" or foreign competition, the moving-picture industry in the United States is "rapidly declining," according to testimony placed before the Senate Finance Committee recently. The onus was placed on foreign competition by these deponents, who figured that "large sums are being taken from the country by producers of foreign films." The distressing news was further made public that "great fortunes are no longer paid to movie stars, but many of the latter finance their own productions and run the risk of being left broke and in debt." In a Washington dispatch to the New York *World* we read:

"Paul M. Turner, representing the Actors' Equity Association, testified that recently Mary Pickford, Charlie Chaplin, Douglas Fairbanks and others had financed their own productions. He used Fairbanks as an illustration, saying that he borrowed $700,000 to put on 'The Three Musketeers.'

" 'He may now possibly have $50,000 of that money,' said Turner, but he was willing to assert positively that he did not have $100,000. Turner said he was unable to prophesy whether Fairbanks would make much out of the venture or whether he would be able to return the money borrowed.

"Other witnesses declared the producing end of the movie game is being removed from the United States to foreign countries, especially to Germany, where wages are much lower than here. They explained that a director and a leading star are taken abroad and the remainder of the cast is filled in with natives. The idea, they said, was to produce in the cheapest market and sell the finished production in the highest market.

"Approximately eighteen months ago, witnesses testified, there were sixty-one companies making pictures in New York. Now there are but twenty-two concerns thus engaged. Eighteen months ago there were 137 companies making pictures in Los Angeles. Now there are but sixty-one.

"It was declared by William A. De Ford at New York that

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the Eastman Kodak Company has a monopoly of raw films. He charged that the Eastman interests are making every effort to control the producing end of the movie business and prevent it from coming to Congress for relief from the high prices of raw films. He strongly intimated that a Congressional investigation into the Eastman monopoly would be beneficial.

"John Emerson, an independent producer of New York read a letter from D. W. Griffith in which the producer said he would stand for anything the witness stated concerning the production of pictures. Emerson said he was not appearing to ask for free films, because they can be made so much more cheaply in Germany. He said the producers remained away from the tariff hearings because the Eastman people had threatened to take away films and raise the prices for them if there was any interference with their efforts to obtain a high duty on the importation of films.

"It was declared by one of the witnesses that the moving-picture business in the United States, both producing and exhibiting, is four times as great as in all the rest of the world.

"Foreign-made pictures recently shown in the United States have taken away $2,500,000, witnesses testified. It was estimated that 'Theodora' picked up $1,000,000 of American cash. 'Gipsy Blood' took away $230,000.

"The American people are now spending from $750,000,000 to $1,000,000,000 a year to see motion-picture shows, witnesses said. The investment in the industry totals $250,000,000 and employment is given to 250,000 persons, they added."

RICHARD BARTHELMES

CHARLES RAY

TWO WHO ARE "YOUNG IN SPIRIT."

Directors are urged to look for still more "likely aspirants."

A BRITISH DIAGRAM OF FRENCH MACABER HUMOR

AN ATROCIOUS MURDERER according to the verdict of the French courts became, during his trial, the most hilarious subject of the French Capital. Popular places of entertainment were filled with sketches, revues, motion pictures all dealing with Landru, whom the London *Outlook* describes as "a dull, middle-aged, repulsive-looking, bald-headed, Assyrian-bearded man, who is believed to have killed ten women and to have deceived and swindled two hundred and seventy-three." Here is scarcely thought, at least in Anglo-Saxon countries, to be material for jokes; certainly not for universal laughter, and the incongruity leads this English weekly to a serious inquiry into the French state of mind that can make such things possible. The "middle-class English reader" may go through column after column of a sensational murder trial; but, the writer asks, "what should we have thought if the murders had immediately been made the subject of comic sketches at the music-halls, and if this ghastly form of entertainment had never failed to evoke uproarious laughter from apparently decent people?" The explanation arrived at by this ingenious writer is one that does more credit to the French than superficial reflection would think possible to discover. He finds it "due to the hardness of the French head, and not of the French heart." The explanation is more elaborate even than that:

"The French are not an unfeeling people. They are an extremely civilized people. They are, in some matters, a rather specially sentimental people. Yet undoubtedly they are extraordinarily prone to a kind of jesting—it is much older than Rabelais—that often makes the rest of the world shudder. And this jesting, though not confined to questions of sex, is very commonly concerned with them. It is the converse of that exaggerative glorification of sex which also marks French literature. One might almost say the necessary converse, since the cynicism and the obscenity would have little point if the worship and consideration were not there. It may be suggested that one element of the Landru joke is the satire it constitutes on the rigid propriety of French bourgeois life. Marriage in the ordinary way in France is a most serious undertaking, hedged round with all sorts of formalities and precautions in the interest of both parties. But the ease with which Landru could entice women within his net was only equaled by the ease with which he could dispose of them afterwards. Marriage in France is also largely a matter of money arrangement, and no doubt one considerable point of the Landru jest is that many French husbands would much rather have the dot without the wife than the wife without the dot.

"But these things are only incidental. Probably the true key to the puzzle is that passion for seeing things as they are—or as they appear to strictly rationalistic investigation—which is an abiding French characteristic. It is a characteristic which enables a Frenchman, while being idolatrously fond of, and even submissive to, a particular woman, to free himself of all sentiment concerning the sex as a sex. So far as concerns such immunity from illusion the Frenchman is as near a sexless being as any man can well be. He is perfectly ready to see Helen's beauty in a brow of Egypt, but for him there is only one brow at one time: he does not, like so many Englishmen and Americans, render a vaguely sentimental homage to all women."

Applying all this to the Landru affair, the English writer points out that his countrymen are consumed with disgust for the monster, not because he has killed human beings, but because he has killed women. But—

"If men had been killed the disgust would have been different in kind as well as in degree, and might conceivably be a matter of joke, like the mutton pies of Sweeney Tod, the Demon Barber of Fleet Street. The disgust felt for Landru is intrinsically a disgust for somebody barbarous enough to destroy possibly 'good' and even charming creatures, and to turn to his profit the most sacred impulses of womanhood. The woman is sentimentally envisaged as giving her all for loving, and getting a cruel death for her reward. There is pity for a broken toy, for a woman who might have been some decent man's wife.

"But imagine the converse case. Imagine a female Landru who entices a number of rather characterless, sensual, and self-seeking men, using the bait, not only of her personal attractions, whatever they may be, but of a supposed comfortable fortune. Imagine it proved that in each case the man is murdered, and that the female monster, on whom he proposed to live, lives herself on his spoils until the next victim is secured. Assuredly our Englishman would feel horror for the murderess, but he would have no great sympathy for the murdered, and he might not be revolted if it were made the subject of humorous treatment.

"Probably most women, seeing their sex without emotional bias, have something of this feeling for Landru's victims; the man is detestable and contemptible, but are the women fit subjects for much sentiment? It is not safe to dogmatize, but we imagine that, if a normal English husband and a normal English wife saw the most brutal of the French dramatic jests on Landru and his 'wife-destructor,' the husband would be (actual obscenity apart) the more disgusted. The wife might think the business stupid, or in very bad taste. It is doubtful whether she would regard it as an outrage on humanity, much less as an insult to her own sex.

"If this is true, we have in the Frenchman's comparative freedom from general sex emotionalism the explanation of this new illustration of a very singular mood, which may well seem to us shockingly callous."

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RELIGION-AND-SOCIAL-SERVICE

GERMANY'S INSURGENT YOUTH

A REBELLION OF THE GERMAN YOUTH against the kind of old traditions and ancient loyalties which are held to have been largely responsible for the war is occasioning much discussion in that country, and, in the words of an American who has studied it, may have an influence "immeasurably greater than that of covenants signed by her statesmen at Wiesbaden, London, or where not." The German insurgence is very different from the recent American youthful outbreak against the social customs of yesterday—which is causing so much alarm and antagonism in its train—since the German movement is attempting to formulate a constructive program in its search for a new path of individual and national development. It has gone further than the Wandervoegel (wandering birds) movement, started two decades ago, in that it adds to physical culture a spiritual and esthetic quality largely tinged with religious fervor. Bruno Lasker describes it in *The Survey* (New York) as "the largest element in what that country has retained of vigor and of promise for a happier future. It is the insurgence of a strong race against the hampering restrictions imposed upon its natural development by militarism, church, school and modern industry." It is directed in its present stage against the most immediate oppressors, "the men who made and defended the war, who hold the civil power, exercise authority in church, workshop, school and council room. It is, in short, an insurgence against age." The writer quotes Gustave Wyneken, who has become famous as an advocate of self-government in schools, and founder of the first self-supporting agricultural school in Germany, as saying: "Youth, hitherto only the hanger-on of the old generation, deprived of participation in public life, limited to the part of passive learner and a playful, insignificant sociability, has begun to think for itself. It attempts to rule its own life, independent of the lazy habits of the old ones and of the dictates of an ugly convention. It aims at a manner of living that corresponds to the nature of youth and which enables the individual to take himself and his actions seriously, to look upon himself as a factor in the larger work of civilization."

Drawings by Courtesy of "The Survey," New York.

FLAUNTING THE FLAG OF REVOLT.

Coverpiece of a periodical devoted to the youth movement.

Purely personal ideals of conduct predominate, we are told, in the motivation of this emancipation:

"The ideal of social service is gradually growing, but is not a primary factor. In addition to the ideal of personal health, therefore, that of personal, as distinct from social, ethics takes first place. Truthfulness and purity, tho not priggishly spoken of in these terms, are the qualities most conspicuously sought for by these young men and women. *Der neue Mensch*, the new man, is the somewhat ambiguous term which those who stand in the movement most frequently apply to themselves; and by it they mean a man or woman absolutely loyal to willingly adopted precepts of personal conduct. In practise this involves, for most of them, total abstention from the use of alcohol and also of nicotine in every form. Many seek to harden themselves against the desire for comfort and luxury and reduce their needs to a primitive minimum. In a few isolated cases, small numbers have settled, both in the towns and on the land, to conduct their lives together according to the principles of communism."

The emotional strain in this regeneration of the German youth is "frankly and outspokenly religious, tho it is as far removed from theological language and uses as any thing can be." Sometimes the groping for light leads back into the fold of an existing religious organization, notably the Roman Catholic Church. More often, says the writer, it finds its own expression, even its own ritual—as, for instance, in the celebration of the two solstices, June 21 and December 21. In some cases the religious element has been so overwhelming "that Protestant ministers, in their effort to bring back to the church the vitality it has lost, have invited leaders of youth to preach from their pulpits, or even whole groups to take charge of services which, in these cases, are sometimes of great emotional intensity and beauty, but entirely without traditional form." In such cases, we are told,

"The young boys and girls who take part in them go out into the woods and come back laden with flowers and evergreens to give a festive appearance to the church; they introduce old songs (not hymns) that have almost been forgotten, songs of nature and simple devotion to the homeland; they bring joy and laughter, the sense of fellowship and actual revolt against sin and ugliness, into gray edifices that for ages have heard nothing but the droning voice of the preacher and the sleepy, perfunctory song of solemn congregations. But these, after all, are exceptional occasions. It is in the open air, on the market-places of towns, in the woods, and most often of all on high hilltops that what might be called the religious communion of youth more usually takes places."

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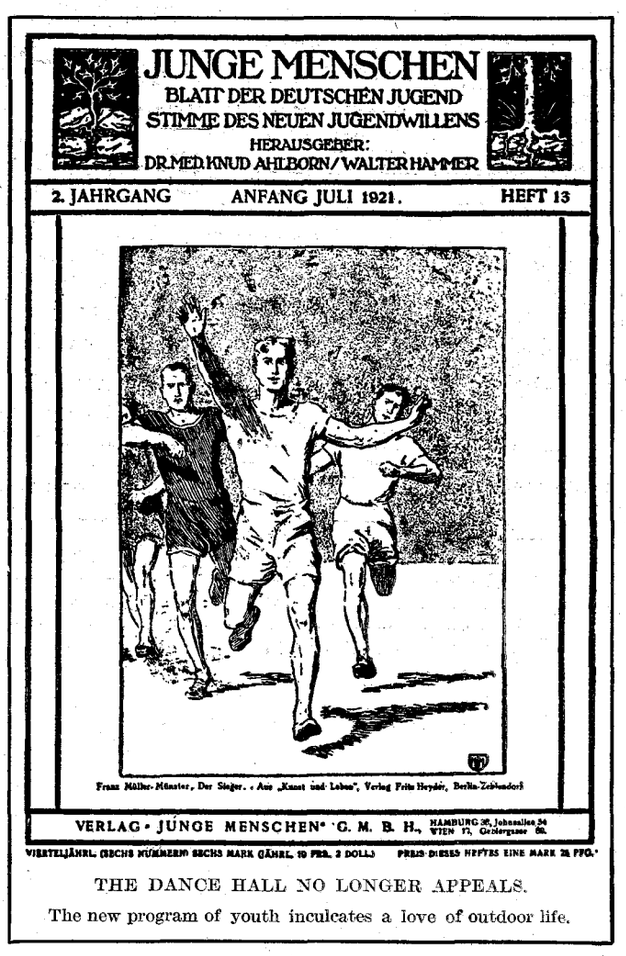
THE MINISTER'S NEVER-ENDING JOB

"RESCUE THE PERISHING," a hymn over which our fathers shouted, implied a limited task, whereas to-day, we are told, the minister is not content with the work of rescue—he seeks out the reason why the perishing perish, and demands that the cause be removed, whether it be in saloons, slums, or worse; misused wealth, isolation, desolation, or plain ignorance. Breaking through tradition, which limited him to the pulpit and to pastoral calls, the modern minister has become more than a moral guide and a denouncer of sin and sinners, and, in turn, a higher education and a more varied training are required of him. And, contrary to a very widely held opinion, the preacher of to-day—if he is the right sort—is a harder worker than his fathers, with no limit on his time. He has to deal with the modern Sunday School, the development of young people's organizations with their millions of followers, the social interpretation of the Gospel, pastoral work in overcrowded cities, the daily press and its use for religion, education and civilization. He is in the gymnasium, on the gridiron, on the baseball field, wherever men gather for play; he is in political movements; he takes a hand in international politics; he interests himself in social and industrial problems. Whereas our fathers rode their circuits preaching the same sermon to four congregations in two or four weeks, as the circuit might require, writes the Rev. W. C. Poole in the New York *Times*, "the modern minister preaches to the same congregation twice every Sunday and holds a midweek service, requiring 150 sermons and addresses a year, besides those used in a month or more of evangelistic work, and one or more outside sermons and addresses a week to help churches not his own."



THE DANCE HALL NO LONGER APPEALS.

The new program of youth inculcates a love of outdoor life.

More difficult tests are placed on the modern minister's mental equipment. The growing intelligence of the people, says the writer, "will not permit repetition and triteness as in the days of our fathers." In the congregations are college men and women, educated business men, editors, teachers, writers on social problems, and critics of every variety of thought. "The modern preacher must have a broad view, but remain safe and sane." But problems must be met, and by modern methods. Among their evils, says Dr. Poole—

"Our fathers found slavery and removed it after four years of civil war. Their sons found the saloon evil and removed it by using their knowledge of government. These two instances illustrate in an outstanding way the difference between old methods of church work and new methods. The old preacher was a strong negation. Thou shalt not, was his favorite text. The Ten Commandments were his bulwarks. He was strong in denunciation. He called sin and sinners by name. The present generation of preachers have added the gospel of constructive religion. They use the Beatitudes and the life of Jesus as an example for others more freely than their elders. David's Psalms of wrath have given way to the thirteenth chapter of First Corinthians. The minister of to-day is constantly building and constructing good that crowds out evil, planting institutions and organizations which are changing home conditions, social and government conditions. Where his father pointed out the evil, he has gone forward and supplanted it with good.

"The climax of the work of modern preachers has been the great vision they have given to all denominations of world salvation. Saving individuals is good, but keeping children from being lost is better."

Millions of laymen, adds Dr. Poole, have not yet understood that churches and present-day ministers are meeting world conditions. Nor have all ministers assimilated the idea. Yet the preacher of to-day "is working, thinking, planning for world good and human welfare as no generation of ministers ever planned before him. Disappointments and failures appear everywhere, as they always have appeared and always will appear; but the fight goes on." In the city are the problems presented by the unchurched alien, the vices generated in congestion, the evils propagated by the second-rate public dance hall; in the rural community the preacher is expected to lead in any communal effort sponsored by his people. In addition to all his other work, he must be well versed in the topics of general discussion. It would seem, then, that the preacher has to work, and work hard. But does the preacher really work? The writer submits this as "a daily program for thousands of ministers in the United States":

"Seven to 8 o'clock, clean up correspondence from desk; 8 to 9, research work; 9 to 12, study; 1 to 5, pastoral work, making ten to twenty calls; evenings, church organizations, prayer meeting and special addresses.

"I know one minister who averages every year 3,000 pastoral calls, 300 sermons and addresses, 1,000 letters pertaining to church work, membership, etc., 30 evangelistic meetings in his own church, 200 changes in membership, 40 funerals, 50 baptisms, 100 meetings of various church organizations, $20,000 raised for church benevolences, 1,000 telephone calls answered, 100 jobs obtained for members out of work.

"In the meantime he keeps careful watch over every Sunday School teacher, young people's organizations, ladies' aid society, temperance society, missionary society, helps to edit a paper, fights the outlaw liquor traffic, and does some other things. I think he does more than the average minister, but many ministers do as much. In addition, he acts as chauffeur for his own flivver and keeps it in running order.

"John Wesley, the founder of Methodism, rose at 5 every morning, winter and summer, and insisted that his preachers should do likewise, but he usually retired when the average modern minister is just beginning his night session of work.

"The great apostle of American Methodism, Francis Asbury, rejoiced in his trials and tribulations and the number of miles he rode on horseback every year. But such men were men of their day and place and there is no such work to be done to-day. Church organization is more complex and perfected. The work goes on as the conditions and workers change, but the output of finished work shown by progress and victories of the churches led by their ministers, in the last thirty years, would seem to be greater than the output of any other generation in the history of the Christian Church."

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A CHURCH DEBATE IN THE AD COLUMNS

A NEW FASHION in religious propaganda has been set by two Catholic laymen of Pittsburgh who believe in their religion so thoroughly that "for the honor and glory of God," and for the information of their fellow citizens, they hit upon the plan of advertising their faith in the daily press. Native Pittsburgh Protestants were inspired to follow this example. but at first, we are told, their advertisements were refused on the ground that they might cause a religious controversy or lead to suits for libel. These fears were overcome, however, and the advertisements of the two great branches of the Christian faith began appearing simultaneously.

It is "without a single trace of bitterness or controversy, but with love for all," runs the initial announcement, that the Catholic advertisements are inserted "for the purpose of calling attention to some doctrines of the Catholic Church." They are paid for by the two business men, who, we are assured, "are alone responsible for the matter, the presentation, and the selection of the newspapers. Neither the Catholic Church nor any of its representatives are involved." At first, writes Thomas F. Oakley, D.D., in *America*, a New York Catholic weekly, the newspapers selected for the advertisements felt considerable anxiety about the matter, so much so that in the beginning they declined to publish them. It was argued that the papers had frequently been called to task by Catholics for their unintentional misstatements of Catholic doctrines, and that they had no desire now to insert paid advertisements which, so far as they knew, might also contain misstatements. These fears were overcome by an arrangement to have the advertisements passed upon by a Catholic who could speak with authority on matters in which Catholic doctrine was concerned. The sensation caused by the advertisements was not merely within the Catholic camp, but outside it as well, we are told. "Here was a group of three Pittsburgh daily newspapers, owned and controlled entirely by non-Catholics, inserting daily in prominent places in their papers bold-faced advertisements, three inches by six, calling attention to the principal doctrines of the Catholic Church, and teaching by this means about 1,000,000 readers every day, for the paid circulation of the three dailies is nearly 300,000. Scarcely any better means could be devised to have the doctrines of the Church presented to so many non-Catholic readers." Sample Catholic and Protestant advertisements taken from a Pittsburgh paper appear in the center of this page.

The result of this unusual procedure, says *America*, referring to the Catholic advertisements before the Protestant notices appeared, "will be watched with interest. If the advertisements continue in their plain, straightforward, gentlemanly, constructive strain, breathing good-will and an honest intention to enlighten, without antagonizing our separated brethren, an immense amount of good will be accomplished." To set forth religious beliefs by advertisement "is much more sensible than the old controversies over religion that raged at one time in the newspapers and other periodicals," says the Canton *News*. "Then there is the advantage to the newspapers, which are paid for the space used, as they have a right to be. The advertisements should also reach many who would not take an interest in the same matter if presented in the form of an ordinary article."

Catholic Church 1900 Years Old

The Catholic Church teaches the true Church of Christ must be Apostolic, founded on the Apostles, the chosen ones whom Christ selected to be His successors in His work of saving the world. Ephesians, 2, 19-20, ". . . ye are fellow citizens with the saints, and of the household of God, BEING BUILT UPON THE FOUNDATION OF THE APOSTLES AND PROPHETS, Christ Jesus Himself being the chief corner stone."

THE FIRST SCHOOL IN THE UNITED STATES WAS OPENED BY CATHOLICS IN ST. AUGUSTINE, IN 1600.

These advertisements inserted daily and paid for by two native Pittsburgh Catholic business men who believe in their religion.

The Protestant Church and the New Testament

Christ the Only Head of the Church

1. **Christ is "the Head of the body, the Church," Col. i:18. "Of Him the whole family in heaven and earth is named," Eph. iii:15.**
2. **Each individual has the right to go at once to Christ, and God. Christ said: "Come unto ME all ye that labor," Matt. xi:28. "If any thirst let him come unto ME and drink." When Peter and other disciples wanted to keep people away from Christ, Christ said: "Let them come to ME."**
3. **Peter was not infallible. He made at least one great religious mistake. He wanted all Gentiles to be circumcised before they could be saved. Paul "Rebuked Peter to his face because he was to be blamed," Gal. ii:11.**
4. **One Church council is mentioned in the New Testament. Peter did not preside over it. James presided.**

PRESIDENTS JACKSON, HARRISON AND CLEVELAND WERE PRESBYTERIANS. PRESIDENTS GRANT, HAYES AND McKINLEY WERE METHODISTS. ALL WERE "CHRISTIANS."

This advertisement is inserted by Rev. Dr. David S. Schaff and paid for by several Protestant laymen of Pittsburgh.

SAMPLE CATHOLIC AND PROTESTANT ADVERTISEMENTS.
—From a Pittsburgh newspaper.

PERIL OF SPIRITUAL ILLITERACY

TWELVE million children in the United States receive no religious training of any sort, states the American Sunday School Union in its recent report, and this, taken in connection with the results of the survey conducted by the Interchurch World Movement showing an agreement in figures, causes *The Christian Register* (Unitarian) to exclaim that "no peril equals that of spiritual illiteracy. . . . How can a nation grow in spiritual and moral stature when one child out of every nine knows nothing about religious ideals or spiritual obligations?" While more time and attention are given to the religious instruction of Jewish and Catholic children, Protestant children have but one hour of weekly instruction, and that hour, we are told, is generally cut in half by prolonged opening exercises, and its value vitiated by lack of preparation and discipline. The fatal defect in the education of our future citizens, says the *Register*, "is the lack of interest in the teaching of religion," whereas,

"Were Sunday Schools efficient and all those children who now know nothing of spiritual law and obligation members of such Sunday Schools, juvenile crime, the grave problem of many communities, would show a marked falling off. In one American city 10,000 boys and girls between the ages of eight and sixteen are arrested every year. Relatively few among that number know anything about Sunday School instruction.

"We gather funds. We gather adult members. Our next campaign must be for the children. Time and money invested in religious education for them will pay rich returns. There is the future church, state and world. Every church in the land should develop first a strong Sunday School. But it can not do this until men and women in the parish become actively interested, and sustain their interest. It is not enough to attend the opening exercises a few times, and contribute for a Christmas-tree. It means more to become an interested officer of the school. Look after the little ones. That is a task for the best minds in the parish. A vigorous Sunday School guarantees a well-financed church and a working membership. Those 12,000,000 absentees gathered in the Sunday Schools would do as much as any other one thing to strengthen national morale.

"Among the influences at the Conference in Washington, the letter sent to President Harding by 3,000,000 Sunday School children must be reckoned with. The message reads: 'In our humble way we plead and pray in the name of our common Father for a new day of peace on earth, good-will to men.' This indicates what a mighty means of usefulness organized Sunday School influence can become."

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For Fridays

a rich smooth delicious cream soup

Easily prepared with Campbell's!

A real luxury of the dining table awaits you when you serve a cream soup made with one of these invitingly smooth, finely flavored Campbell's Soups. They are already enriched by golden creamery butter. You have only to add milk or cream, when serving, to produce an extra heavy, velvety, luxurious soup that is a rare delight. Especially appropriate Fridays; creamery butter is used instead of meat broths to give strength and richness to these soups.

Pea Soup

You will relish this delightful essence of selected peas, sifted and refined with the utmost care. Daintily prepared by a Campbell's recipe to retain their delicate aroma and flavor, smoothed with milk and creamery butter, they make an extremely palatable soup—children love it.

Tomato Soup

Just the pure juices and rich fruity parts of ruddy, luscious Jersey tomatoes. Grown from selected seed, picked full-ripe and made into soup the very same day. In the blend also are creamery butter, snow-white granulated sugar, tasty herbs and delicate spices. This is the most popular soup in the world today.

Celery Soup

Crisp stalks of celery, gathered in the autumn when field-blanched to a creamy whiteness, are made into a puree and blended with rich milk, creamery butter and delightful seasoning. A refreshing delicacy—wonderfully appetizing and invigorating.

Guarantee

Don't limit your enjoyment to just two or three of the Campbell's soups—there are twenty-one different kinds, a wide and tempting variety. And remember our unlimited guarantee.

Money back if not satisfied.

12 cents a can

Campbell's Soups

FOR EVERY TASTE AND EVERY OCCASION

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ELECTRONIC REPRODUCTION PROHIBITED

CURRENT POETRY

Unsolicited contributions to this department cannot be returned

THERE is a magic in the New Year. New things are hoped for, and new faiths or new good sought by many. Here is one who would not lose what has been already gained and puts forth her prayer in *Life* (New York):

A PRAYER

By Laura Simmons

Oh, Young New Year, take not these things from me—
The olden faiths; the shining loyalty
Of friends the bitter, searching years have proved—
The glowing hearth fires, and the books I loved;
All wonted kindnesses and welcoming—
All safe, hard-trodden paths to which I cling.

Oh, gay New Year, glad with the thrill of spring—
Leave me the ways that were my comforting!

THE only admission left unsaid in this "card" by the author is that she is not a singer. We would not be so ungallant as to suggest it did it not flow so inevitably from the other admissions. But enemies of *vers librists* have none of our compunctions. The *Century* furthers this:

A NEW YEAR'S CARD

By Amy Lowell

Every one has their fancies, I suppose,
And to-night I should like to walk round a towered city
Blowing a blue silver trumpet.
Then, when all the people had run out
To see me circling the walls
Playing on a blue trumpet,
I would stop and sing them a song all about your loveliness.
I would make it of the flicker of the air and the sweep of the sun,
And when I had finished, they would see you sitting on a cloud
And know how far you surpassed others in everything.

But there is no towered city,
And I have no blue trumpet,
And those who meet you seem to feel about you much as I do without the aid of these accessories,
Which proves how very useless a thing a poet is, after all.

THE Irish poet makes a try at solving the riddle of personality and argues like an old-time Eastern seer; his philosophy may be found a comfort or not. The London *Athenæum* publishes him:

FROM THE KATHA UPANISHAD

By James Stephens

Young Nachiketas went to Death:
He bargained with the monarch grim
For knowledge, as the Katha saith,
And Death revealed the Soul to him:
And who learns with the fearless lad
Hath all that Nachiketas had.

From That the sun and moon arise,
They set in That again;
From That are stars and seas and skies,
And trees and beasts and men:
And That of soul and This of sense
Hath in them naught of difference.

All that is here the same is there,
All that is there is here:
There is no difference anywhere,
The One doth All appear;
From death to death he goes who sees
Differences or degrees.

That which is told of, That thou art,
There is no other sprite;
No heaven nor earth nor middle part,
There is no day or night;
There is no beauty, truth, or wit
But That alone, and Thou art It.

He dreameth—I am moon and sun,
I am the earth and sea,
I am the strife, the lost, the won,
I am variety:
He dreameth This and That and Thou,
In past and future time and now.

He is the dreamer and the dream,
He is the frightened and the fear,
He is the hope, the gloom, the gleam,
He is the season and the year:
. . . Not this is He, nor that, nor yon,
He is Thyself, and thou art One.

He will not be obtained by speech,
Not by the mind, the ear, the eye:
He cometh in His time to each
Who Him affirms courageously:
Thou Art, He Is, and that is all
That may be told, or can befall.

Fast not nor pray, but only know
He Is, I Am, and all is done;
The deed of Time is finished—Lo!
Thyself to thine own Self is won:
Thou shalt not seek nor have reply,
For Thou Art That in blink of eye.

Thou knewest All, 'twas hid within
Thy memory: if thou should'st mind
That which thou were not Death nor Sin
Can conquer thee again, nor bind
Thine action, nor make thee to seem
A Dreamer living in a Dream.

Awake! Arise! put Glory on
Of which all Soul and Sense is wrought:
Thou shalt be naught thou dreamed upon
Of good or evil thing, nor aught
That thought doth bicker at:
Thou shalt be naught, and thou shalt be
Thyself in thine own mystery,
Knowledge, Bliss, Eternity,
For Thou Art That.

THE strength of Russia is seen in her artists who can sing and dance even in face of her ruins. One of the younger Canadian writers sees this in her tribute to the well-loved dancer, which appeared in "Verse and Reverse" issued by the Toronto Press Women.

PAVLOWA DANCING

By Katherine Hale

Footsteps of youth through the springtime playing;
Footfalls of snow in a blue mist straying;
The rose of Russia in a bright wind swaying—
A rose of fire and snow.

Voices chanting everywhere and no word said;
Fairy bells from ancient towers signalling the dead;
Light love tuning viols while the dance runs red—
A flaming dance of death.

White barbaric winters and a sky star-strung;
All the hidden pathways, all the songs unsung,
Caught in flying footsteps over wild music hung;
She dances—and the Czar lies dead.

O the cries and martyrdoms and fatal morns,
Scarlet nights and fiery wine and bitter scorns!
Dancing in a rose of joy from a field of thorns—
Rapture from a land of thorns.

WE have sung the dirge of jazz elsewhere in this issue, and the *Atlantic* issues this from the seat of the jazz-killer, perhaps to apply another lash.

JAZZ

By Theodore Maynard

The band began its music, and I saw
A hundred people in the cabaret
Stand up in couples meekly to obey
The arbitrary and remorseless law
Of custom. And I wondered what could draw
Their weary wills to this fulfillment. Gay
They were not. They embraced without dismay,
Lovers who showed an awful lack of awe.

Then, as I sat and drank my wine apart,
I pondered on this new religion, which
Lay heavily on the faces of the rich,
Who, occupied with ritual, never smiled—
Because I heard, within my quiet heart,
Happiness laughing like a little child.

SOMETHING of the gem-like beauty of the humming-bird itself is in Padraic Colum's lines printed by the *New Republic*.

THE HUMMING-BIRD

By Padraic Colum

Up from the navel of the world,
Where Cuzco has her founts of fire,
The passer of the Gulf he comes.

He lives in air, a bird of fire,
Charted by flowers still he comes
Through spaces that are half the world.

With glows of suns and seas he comes;
A life within our shadowed world
That's bloom, and gem, and kiss of fire!

IT must take some courage in these days to become lyrical over the old Victorian ideals. We take it that others will find their sentiments put into words for them. From *The Lyric* (Norfolk).

MY BOOKS

By Julia Johnson Davis

When falls the winter snow I little care nor yet what cold winds blow,
For here beside the fire
Are many friends of whom I never tire:
Jane Austen sits with me
And, oh, what company!
Or else Brontës make the fireside glow
With their strange spirit, Wordsworth comes and then
Most lovable of men,
Dear Browning, ah, I've named not even ten
Of those who come and go.

When the December of my life shall come and those that now I love,
The best, perhaps—are gone,
I shall not be quite friendless and alone,
These same dear ones shall be
Spring, youth and love to me,
I shall be young with them, and happy too,
And who can tell? In that great Afterplace,
I, by diviner grace,
May touch their hands and look upon each face
With happiness anew.

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HUDSON

$1695 F.O.B. Detroit

Finer in All Ways Lower in Cost

Hudson's long leadership of fine car sales has always rested on value. Today you get the best Super-Six and greatest value Hudson ever offered.

With the Hudson 4-Passenger Phaeton now selling at $1695 and the 7-Passenger Phaeton at $1745 what do you find elsewhere that is comparable in worth.

And Hudson values endure. The Super-Six, even when old, retains the performance and reliability that so distinguish it among all cars.

It stays out of the repair shop. It requires little attention. It seems never to wear out. It can easily and cheaply be restored to its new like condition. It has kept this proof before the public so long that people accept it as they do any other certainty. You daily see Hudsons more than six years old, many serving beyond their hundred-thousandth mile, and still rendering satisfactory, regular duty, modern in appearance, smooth, quiet and efficient.

Its present day sales leadership is natural because of its value and its price.

4-Pass. Phaeton	$1695
7-Pass. Phaeton	1745
Sedan	2650

HUDSON SUPER SIX

Coupe	$2570
Cabriolet	2295
Touring Limousine	2920
Limousine	3495

Hudson Motor Car Company, Detroit, Michigan

(5073)

SUPER-SIX

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PERSONAL GLIMPSES

THREE IRISH LEADERS

THE "WHIMSICALITIES which are mingled with tragedy in Ireland's history" seem, to a good many observers, to have cropped out in the friction between the present leaders of Ireland. Here is Michael Collins, "stubborn, perverse, winning," a man who has spent much of his recent life with a price on his head, and yet now ready to accept the terms offered by Great Britain. Arthur Griffith, "an intellectual journalist of the Clemenceau type," is also ready to accept the British conditions, and is credited with having a political program for Ireland which is likely to stamp him as one of the great statesmen of this generation. Against these stands Eamonn de Valera, "an upright, stiff idealist," compared by several writers to Woodrow Wilson as the world learned to know him at the time of the Versailles Conference. The outstanding figures among the numerous statesmen and politicians concerned with the momentous Irish negotiations of the last five months, says the Philadelphia *North American*, are David Lloyd George and Arthur Griffith. Collins is conceded to be the most dramatic figure, however, by most of the journalists who deal with personalities in the Irish crisis, and it is to the combination of the Irish Finance Minister and Griffith that most of the friends of the Anglo-Irish agreement look for help. "To those of us who came in contact with Michael Collins during the days when he had a $50,000 price on his head," writes Joseph W. Grigg in the Baltimore *Sun*, "there is nothing surprizing in the fact that he has become the greatest peace man in the Sinn Fein ranks." Mr. Grigg notes in passing that, altho De Valera was in America during the worst days while Collins was in Ireland, it turns out that Collins is able more easily to put aside his memory of those days than is the Republican chieftain. The correspondent continues:

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VETERAN IRISH FIGHTERS WHO ARE NOW FOR PEACE.

Michael Collins (on the left), whose life was considered worth $50,000 to the British Government until the recent truce, and Arthur Griffith, "a journalist-statesman of the Clemenceau type," are leading the fight for Irish ratification of the treaty which they helped to draw up.

Collins was the most-hunted man in Ireland for more than a year, on the assumption that he was the actual head of the Republican army. But Collins was perhaps the chief instrument in holding the political structure of Sinn Fein together in the days of greatest pressure upon it.

Collins himself has given the best reason for supporting the Anglo-Irish agreement. It is that it offers a starting point for the new Ireland. De Valera, on the whole, would risk the structure of Irish independence because he objects to some of the stones in the foundation. Mr. Collins is, therefore, showing himself to be the very practical man that those who were acquainted with him during Ireland's darkest days knew him to be.

He was even practical in his method of escape. On one occasion when the Black and Tans were close upon his trail he stood outside the building which was being raided and watched the search, and to ascertain where they would go afterward. He took chances, practical chances, as it always turned out, tho on one occasion when I happened to be in the Irish capital Collins delayed his getaway a bit too long and had to leave his headquarters scantily clothed. And Collins, just for the sake of words, or faults in some of the foundations, is taking no chance on Irish peace.

There was another outstanding evidence of his practical judgment during the days when the Crown forces came nearest to destroying the Sinn Fein machine. Collins knew that to keep the Crown forces on his trail, even at the risk of his own life, would be to keep them off the trail of men who were actively directing military operations. Only one who had first-hand experience of the intensified raiding conducted to find Collins realizes how much effort was thus wasted. I saw Collins board a street car one afternoon when not a block away a young army was engaged in combing half a mile of Dublin streets and houses to nab him

Francis Hackett, in the New York *World*, presents some phases of Michael Collins's "stubborn, perverse and winning character." The adjectives were applied to the militant young Irishman, says Mr. Hackett, by a young lady who knew him well during his formative years in London. The writer found her in the Hotel Pennsylvania in New York. He writes, quoting her directly and indirectly:

"Even at sixteen," she said, speaking of the time Michael Collins went to work as boy clerk in the London General Post-office, "even at sixteen the boys thought there was nobody like him."

The "boys," of course, were the others of that young group of exiles, the London Irish. From Miss Nora Brennan's account of them one gets a thrilling impression of these Irish youths living in the very center of the British Empire and thinking and working devotedly for Ireland.

Michael Collins was "educated at Clonakilty," according to the London *Times*. That means, he went to the so-called National School near Rosscarbery, probably barefooted and with dozens of the young imps of County Cork. His people were small farmers. He had an older sister at work in the London Post-office. At fifteen or so Mick joined her in London and got a job as sorter in the General Post-office.

But this big, energetic, handsome youth was no ordinary subdued boy off an Irish farm. In Collins's blood there dances something merry and capricious and wild. He was, even then, the sort of Irishman whom serious people imagine is not always quite sober. "He always took the other side of every question, just to be perverse," said Miss Brennan. And then she gave an instance which reveals the spicy quality of Collins's mind.

"We had a small debating society," she said, "and Collins

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To the 600,000 Dodge Owners!

MICHELIN "REGULAR SIZE" CORDS VERSUS FABRIC TIRES
AVERAGING 30% MORE MILEAGE AT ONLY ABOUT 5% ADDITIONAL COST

MILEAGE

Mileage of 32 x 3½ Fabric Tire

Michelin 32 x 3½ "Regular Size" Cord 30% more mileage than 32 x 3½ Fabric Tire

VS

COST

Cost of 32 x 3½ Fabric Tire

Michelin 32 x 3½ "Regular Size" Cord costs only 5% more than 32 x 3½ Fabric Tire

*New Development Averages 25% Reduction in Tire Expense**

MICHELIN has produced a regular size 32x3½ cord tire that costs only 5% more than good fabrics, but gives 30% more mileage, thus reducing tire bills 25%.

In addition, this new cord tire possesses all the easy riding qualities that make Cord equipment desirable.

You can change to these regular size Michelins economically, not only because their first cost is low, but because you can fit them one at a time in replacement of your fabrics. Ordinary cords, being oversize, should be fitted in pairs, but Michelin Regular Size Cords are the same size as fabrics and hence will not unbalance the car if used opposite fabrics.

Why not visit the nearest Michelin dealer and have him put just one Michelin Regular Size Cord on your car?

MICHELIN "Regular Size" CORDS

Michelin offers a complete line of cord tires, oversize and regular size—in one quality only, the best—all just as good as the famous Michelin Ring-Shaped Tubes.

*Similar Savings can be made by users of 30 x 3½, 31 x 4, 32 x 4, 33 x 4, 34 x 4 and 32 x 4½ fabric tires.

MICHELIN TIRE COMPANY, MILLTOWN, N. J.

Wholesale branches in 30 leading cities. Dealers everywhere.

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Open a Bottle of 3-in-One

3-in-One has three primary functions—to lubricate, to clean and polish, to prevent rust.

What does 3-in-One lubricate? All light mechanisms; tools, locks, bolts, hinges, clocks, talking machines, sewing machines, washing machines; auto springs, commutators, magnetos, bicycles; typewriters, adding machines, dating stamps, everything that ever needs a high-grade light oil.

3-in-One

The Universal High Quality Oil

What does 3-in-One clean and polish? Fine furniture, pianos, talking-machine cases, oilcloth, linoleum, hardwood and painted floors, all woodwork—varnished or stained. Removes dirt and grime; eliminates surface scratches; polishes beautifully. Try on auto body and upholstery.

On what does 3-in-One prevent rust? All metals, plain, polished and nickeled. Penetrates the microscopic pores, forming a protective film that defies moisture and won't rub off.

3-in-One is sold at all good stores in 1-oz., 3-oz. and 8-oz. bottles and in 3-oz. Handy Oil Cans.

FREE. Generous sample and Dictionary of Uses. To save postage, request these on a postal.

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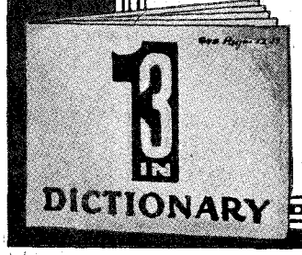

PERSONAL GLIMPSES
Continued

spoke about Sarsfield. And where every one else was talking about Sarsfield and the Wild Geese and the splendid Irish Brigade in France, Michael Collins showed that it was mistaken to praise Sarsfield for taking all these fighting men out of Ireland. And he was really right, tho it was the opposite view to every one else."

Keystone Photo.

"AN UPRIGHT, STIFF IDEALIST."

Eamonn de Valera, who has been compared to Woodrow Wilson, finds it hard to compromise with his principles, even to the extent acceptable to his colleagues.

As Collins is now thirty-one years old, he was just twenty-four years old when the World War broke out. By that time he had attended King College, London, and was soon to leave the Post-office to work for the Guaranty Trust Company in their London branch. In that occupation he apparently got his training to be the Finance Minister of Sinn Fein. But at the same time he was not neglecting his military responsibilities. He and two hundred of the other

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London Irish drilled secretly at Wormwood Scrubs, and, as a big, highly energized man, he was one of the leading spirits of that contingent.

In 1915, at twenty-five, he returned to Dublin. For a short period he worked as an accountant, and later as secretary to the Sinn Fein leader, Count Plunkett.

In April, 1916, Collins went, as a friend expresses it, from one branch of the postal service into another. In other words, he was among those in Easter Week who got the command, "Exiles to the Post-office." He fought in the rebellion of 1916 as an inconspicuous soldier and, being inconspicuous, was simply one of those deported to Wandsworth Prison and later to Frongoch internment camp.

The rise of Michael Collins in Sinn Fein circles took place between 1916 and the election of 1918, when he became a member of Dail Eireann from his home district of South Cork.

In that period he acted as secretary to a special Sinn Fein convention after amnesty was granted; was extremely active in regard to the Irish Republican Army, and was marked for the work of organizer and adjutant from 1918 on.

Dublin Castle believed that if during 1920 or 1921 it could capture Michael Collins, it would be able to round up what was solemnly called the "murder gang." This theory kept Collins continually "on the run," inspecting and rallying his "murder gang" of 200,000 volunteers. On more than one occasion, as a matter of fact, he was actually in British hands. But by amazing coolness and resource he managed on each occasion to slip away from his unsuspecting captors. The story of Collins's escapes is his own story, and ought to be one of the most fascinating in the whole history of national struggle.

The result of these adventures has apparently not been to daunt the high spirit and gallantry of Collins. In many crises his has been the voice spoken for clemency and leniency in dealing with British culprits. His has been the vote against capital punishment. But where he has been stern is in regard to his own army. The discipline of the I. R. A. and the morale of the I. R. A. have been largely due to this hunted "gunman."

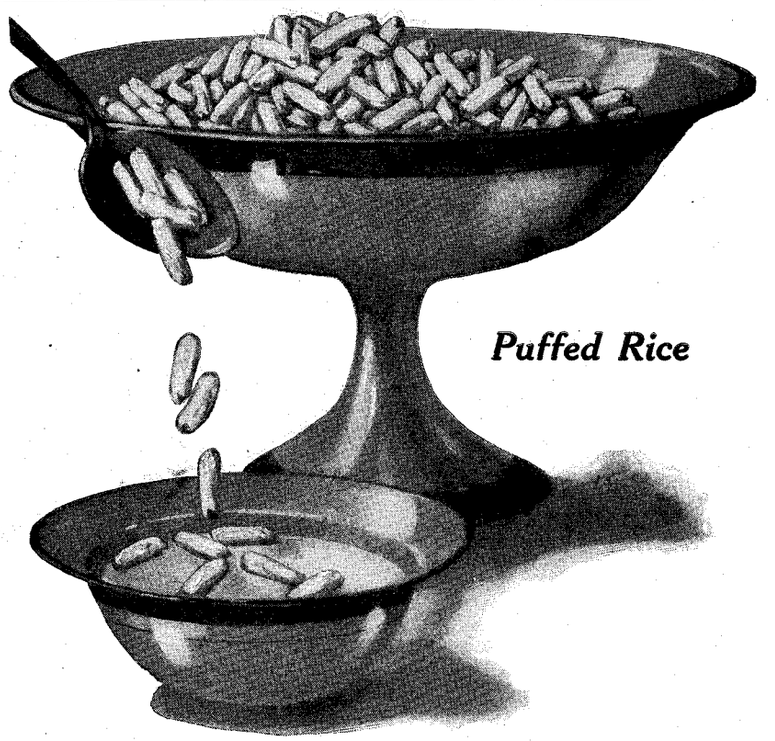
The humor of his negotiating with Lloyd George and Hamar Greenwood was surely not lost on this cool, resourceful, lively, audacious man.

Arthur Griffith, says Mr. Hackett, is in great contrast to Collins. They have this in common—they are hard realists as well as firm nationalists. But—

Where Collins is the magnetic leader of men, Griffith is the profound intellectual. By profound I mean profound. Only fifty years of age, I believe that Arthur Griffith has developed a policy for Ireland which may easily make him one of the big statesmen of Europe if he continues on his career.

Griffith is superficially a quiet hole-in-the-corner journalist of the familiar Continental type like Clemenceau. The late John Redmond dismissed him as "gutter journalist" in 1916. And, superficially again, his story is something like this:

He has been a journalist-propagandist most of his life. The son of a Roman Catholic Dublin compositor (in spite of a supposedly Welsh name), Mr. Griffith started his career as a proofreader on a Dublin newspaper. Abandoning that occupation, he tried his fortune for a time in the diamond fields of South Africa, and actually worked in a diamond mine. On his return



Rice Bubbles

Queen of all breakfast dainties

Millions know how children love it.

Each grain an airy globule, thin and flimsy, with a taste like toasted nuts.

When the cream and sugar sink in, each grain is a confection. There was never a cereal food nearly so delightful.

Also used in candy making. Used as garnish on desserts, including ice cream. Mixed with fruits to add a delicious blend.

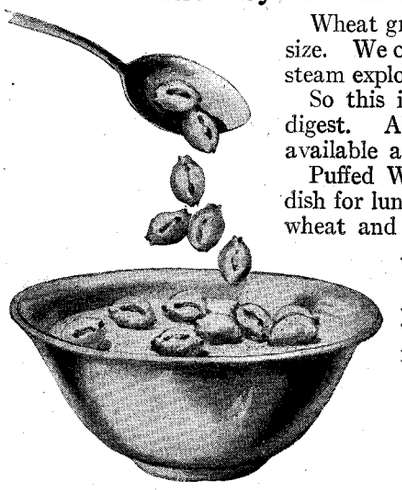
Also doused with melted butter, for hungry children to eat like peanuts after school.

All because Puffed Rice is so bewitching, both in texture and in taste.

A breakfast without it lacks its main delight.

Puffed Wheat

Puffed by 125 million explosions



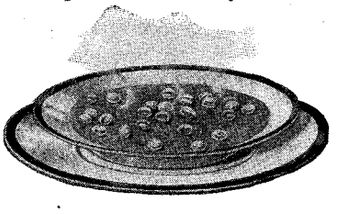
Wheat grains puffed to 8 times normal size. We create in every kernel 125 million steam explosions—one for every food cell.

So this is whole wheat made easy to digest. All the 16 elements are made available as food.

Puffed Wheat in milk forms the ideal dish for luncheons or for suppers. Whole wheat and whole milk—a supreme food. A dish that children revel in.

These two creations of Prof. A. P. Anderson bring you two whole-grain foods in the best form known.

Keep them constantly on hand.



Wafers in Soups

These toasted wheat bubbles, thin, crisp and flaky, form ideal wafers for your soups. And they are ever-ready.

The Quaker Oats Company *Sole Makers*

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Chart of Recommendations

(Abbreviated Edition)

How to Read the Chart:

THE correct grades of Gargoyle Mobiloils for engine lubrication of both passenger and commercial cars are specified in the Chart below.

A means Gargoyle Mobiloil "A"
B means Gargoyle Mobiloil "B"
E means Gargoyle Mobiloil "E"
Arc means Gargoyle Mobiloil Arctic

Where different grades are recommended for summer and winter use, the winter recommendations should be followed during the entire period when freezing temperatures may be experienced.

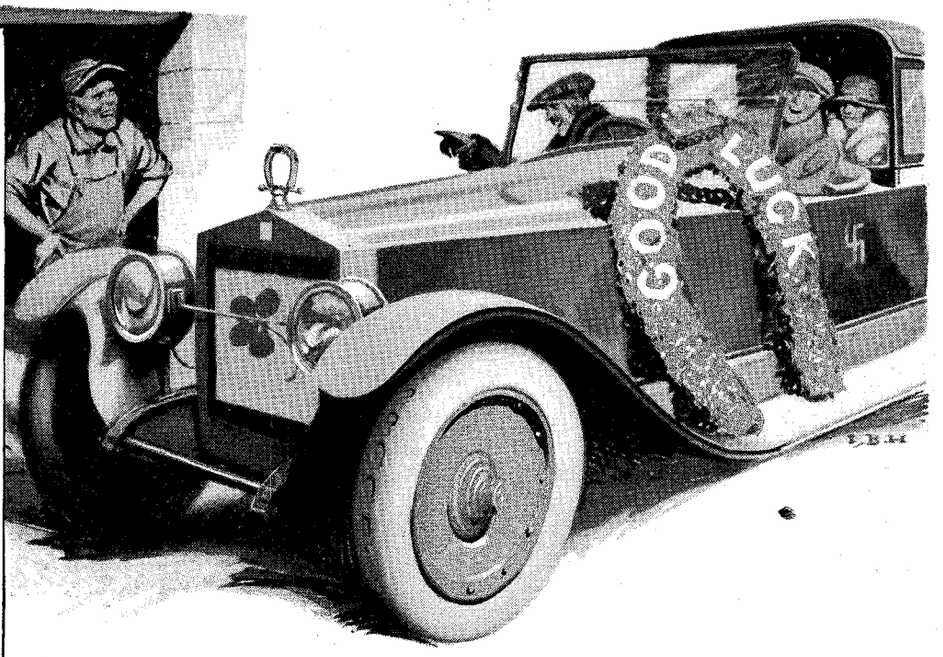
The recommendations for prominent makes of engines used in many cars are listed separately for convenience.

The Chart of Recommendations is compiled by the Vacuum Oil Company's Board of Automotive Engineers, and represents our professional advice on correct automobile lubrication.

NAMES OF AUTOMOBILES AND MOTOR TRUCKS	1921		1920		1919		1918		1917	
	Summer	Winter	Summer	Winter	Summer	Winter	Summer	Winter	Summer	Winter
Allen	A	Arc	A	Arc	A	Arc	A	Arc	A	Arc
Anderson	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
Apperson (8 cyl.)	A	A	A	A	A	A	A	A	A	A
" All Other Models							A	A	Arc	Arc
Beck (Model A, Junior)	A	Arc								
" All Other Models	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
Briscoe	A	Arc	A	Arc	A	Arc	A	Arc	A	Arc
Buick	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
Cadillac	A	A	A	A	A	A	A	A	A	A
Chalmers	A	A	A	A	A	A	A	A	A	A
Chandler Six	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
Chevrolet (8 cyl.)					A	A	A	A	A	A
" (Model 490)	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
" All Other Models	A	Arc	A	Arc	A	Arc	A	Arc		
Cleveland	A	Arc	A	Arc						
Cole	A	A	A	A	A	A	A	A	A	A
Columbia (Detroit)	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
Comet	Arc	Arc	Arc	Arc	Arc	Arc	A	Arc	A	Arc
" (Commercial)					A	Arc				
Cunningham	A	A	A	A	A	A	A	A	A	A
D-E (3½ ton)							A	Arc	A	Arc
" (2½ ton)	A	A	A	Arc	A	Arc	A	Arc	A	Arc
" (5 ton)	A	A	A	A	A	A	A	A		
" All Other Models	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
Diamond T (1½ & 5 ton)	A	A	A	A	Arc	Arc	Arc	Arc	Arc	Arc
" (Models U 2 ton & K 3½ ton)	A	A	A	A						
" All Other Models			Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
Dixie Flyer	A	Arc	A	Arc	A	Arc	A	Arc	A	Arc
Dodge Brothers	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
Dort	A	Arc	A	Arc	A	Arc	A	Arc	A	Arc
Elgin	A	Arc	A	Arc			A	Arc	A	Arc
Essex	A	Arc	A	Arc	A	Arc				
Federal (Model S-X)							A	A	A	A
" (Special)							Arc	Arc		
" All Other Models	Arc	Arc	Arc	Arc	Arc	Arc	A	A	Arc	Arc
Ford	E	E	E	E	E	E	E	E	E	E
Franklin	A	A	A	A	A	A	A	A	A	A
Giant (using gasoline)	Arc	Arc	Arc	Arc	Arc	Arc				
" (using kerosene)			A	A	A	A				
Grant (6 cyl.)	A	Arc	A	Arc	A	Arc	A	Arc	A	Arc
" (Com'l) (Model 12)					A	Arc				
" " All Other Models	Arc	Arc	Arc	Arc	Arc	Arc				
Hal-Fur	A	A	A	A	A	A				
H. C. S.	A	A	A	A						
Haynes (6 cyl.)	A	Arc	A	Arc	A	Arc	A	Arc	A	Arc
" (12 cyl.)	A	A	A	A	A	A	A	A	A	A
Holmes	A	A	B	A						
Hudson Super Six	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
Hupmobile	A	Arc	A	Arc	A	Arc	A	Arc	A	Arc
I. H. C.							A	A	A	A
Jordan	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
Jumbo	A	A	A	A	A	A	A	A		
Kelly-Springfield	A	A	A	A	A	A	A	A	A	A
Kenworthy (4 cyl.)	A	A	A	A						
" (6 cyl.)	Arc	Arc	Arc	Arc						
King (8 cyl.)			A	A	A	A	A	A	A	A
Kissel Kar (12 cyl.)							A	A	A	A
" " All Other Models	A	Arc	A	Arc	A	Arc	A	Arc	A	Arc
LaFayette (Indianapolis)	A	A	A	A						
Lexington (Continental Eng.)	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
Liberty	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
Lincoln	A	A								
Locomobile	A	E	A	E	A	E	A	E	E	E
Luverne (2½ ton)	A	Arc	A	Arc						
" All Other Models	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
Marmon	A	A	A	A	A	Arc	A	A	A	A
Maxwell	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
Mercer	A	A	A	A	A	A	A	A	A	A
Mitchell	A	Arc	A	Arc	A	Arc	A	Arc	A	Arc
Monroe (Model M-3)							A	Arc	A	Arc
" All Other Models	A	A	A	A	A	A	A	A	A	A
Nash	Arc	Arc	A	Arc	A	Arc	A	Arc		
" (Model 671)							A	A		
" (Commercial) (Quad)	A	A	A	A	A	A	A	A		
" (1 ton and 2 ton)	A	Arc	A	Arc	A	Arc	A	Arc		
National (6 cyl.)	A	A	A	A	Arc	Arc	Arc	Arc	Arc	Arc
" (12 cyl.)					A	A	A	A	A	A
Oakland	A	A	A	A	A	A	A	A	Arc	Arc
Oldsmobile (6 cyl.)	A	Arc	A	Arc	A	Arc				
" (6 cyl.)	A	A	A	A	A	A	A	A	Arc	Arc
" (8 cyl.)	A	A	A	A	A	A	A	A	A	A
Overland	A	Arc	A	Arc	Arc	Arc	Arc	Arc	Arc	Arc
Packard	A	A	A	A	A	A	A	A	A	A
Paige (6 cyl.)	A	Arc	A	Arc	A	Arc	A	Arc	A	Arc
" (Continental Eng.)	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
" All Other Models	A	A	A	A						
Pan (Model 250)							Arc	Arc		
" All Other Models	A	Arc	A	Arc	A	Arc	A	Arc		
Peerless (8 cyl.)	A	A	A	A	A	A	A	A	A	A
" All Other Models							Arc	Arc	Arc	Arc
Pierce-Arrow	A	A	A	A	A	A	A	A	A	A
" " (Com'l) (5 ton)	A	A	A	A	A	A	Arc	Arc	Arc	Arc
" " " " All Other Models	A	A	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
Premier	A	A	A	A	A	A	A	A	A	A
Reo	A	Arc	A	Arc	A	Arc	A	Arc	A	Arc
Republic (1 and 1½ ton)	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
" All Other Models	Arc	Arc	Arc	Arc	A	Arc	A	Arc	A	Arc
R & V Knight	B	A	B	A						
Saxon	A	Arc	A	Arc	E	E	E	E	E	E
Scripps-Booth (4 cyl.)							Arc	Arc	A	Arc
" All Other Models	A	A	A	A	A	A	A	A	A	A
Selden (½ ton)									A	Arc
" (5 ton)	A	A	A	A	Arc	Arc	Arc	Arc		
" All Other Models	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
Stearns-Knight	B	A	B	A	B	A	B	A	A	A
Stephens	A	A	A	A	A	A	A	A	Arc	Arc
Studebaker	A	Arc	A	Arc	A	Arc	A	Arc	A	Arc
Stutz	A	A	A	A	A	A	A	A	A	A
Templar	A	A	A	A	A	A	A	A		
Velie (Model 34)	A	Arc	A	Arc						
" (Commercial) (½ ton)					A	Arc	A	Arc		
" All Other Models	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc		
Westcott	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
White (16 valve)	B		B		A	A	A	A	A	A
" (3 and 5 ton)	A	A	A	A	A	A				
" All Other Models	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
Willys-Knight	B	A	B	A	B	A	B	A	A	A
Willys Six					Arc	Arc	Arc	Arc	Arc	Arc
Winton	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc

Prominent Makes of Engines

Beaver (Models J-JA-J Band JC)	A	A	A	A	A	A	A	A		
" All Other Models	A	Arc	A	Arc	A	Arc	A	Arc	A	Arc
Buda (Models ATU-BTU-CTU-DTU-ETU-FTU-HTU-BITU-RITU-XU-XTU-YU-YTU	A	A	A	A	A	A	A	A	A	A
Buda All Other Models	A	Arc	A	Arc	A	Arc	A	Arc	A	Arc
Continental (Model B2)	A	A	A	A	A	A				
" (Model T)					*	A	Arc	A	Arc	A
" All Other Models	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
Falls	A	Arc	A	Arc	A	Arc	A	Arc	A	Arc
G. B. & S. (Model AA)	A	A	A	A	A	A				
" All Other Models	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc	Arc
Herschell-Spillman (Models JU-S-V and VA)					A	A	A	A	A	A
" All Other Models	A	Arc	A	Arc	A	Arc	A	Arc	A	Arc
Hinkley	A	A	A	A	A	A				
Lycoming	A	Arc	A	Arc	A	Arc	A	Arc	A	Arc
Northway (Model 108)									Arc	Arc
" All Other Models	A	A	A	A	A	A	A	A	A	A
Rochester (Duesenberg)	A	A	A	A						
Waukesha (Models CU-DU-EU & FU)	A	A	A	A	A	A				
" All Other Models	A	Arc	A	Arc	A	Arc	A	Arc	A	Arc
Weidely	A	A	A	A	A	A	A	A	A	A
Wisconsin (Models Q & QU)					A	Arc	A	Arc	A	Arc
" All Other Models	A	A	A	A	A	A	A	A	A	A



"GIVE ME A QUART OF OIL"

Blind Luck—or Science. Choose!

BY SAYING "Give me a quart of oil" you may accidentally get correct lubrication. But you are taking a long chance.

If you are one of the many who know the satisfaction of using Gargoyle Mobiloil we advise you to avoid this careless request.

Your best insurance of *engine results* is to ask for Gargoyle Mobiloil, being particular to specify the correct grade for your car.

The careless request, "Give me a quart of oil" means:

"Oh, I don't care who made the oil.

"I don't care how much carbon I get.

"I don't mind overheating, rapid depreciation, noise or repair bills."

You are matching blind luck against lubrication science.

Why correct lubrication is decidedly cheaper

During this very day, mechanics are busy repairing thousands of automobile engines. They are cleaning out carbon, fitting in new piston rings, putting in new bearings, regrinding worn cylinders.

At least 50% of these repairs were made necessary by bad lubrication—by the old haphazard—"Give me a quart of oil."

Not a gasoline by-product

Nine out of ten lubricating oils on the market are simply by-products in the manufacture of gasoline. Gargoyle Mobiloil is *not* a by-product.

It is produced by lubrication specialists who are recognized the world over as leaders in lubricating practice. Gargoyle Mobiloil is manufactured from crude oils chosen for their *lubricating* qualities—not for their gasoline content. They are manufactured by processes designed to bring out the highest *lubricating* value—not the greatest gallonage of gasoline.

This is one of the essential reasons for the superiority of Gargoyle Mobiloil.

GARGOYLE

Mobiloils

Make the Chart your guide

Domestic Branches:

New York (*Main Office*) Boston Chicago Philadelphia
Detroit Pittsburgh Indianapolis Minneapolis
Des Moines Buffalo Kansas City, Kan. Dallas

VACUUM OIL COMPANY

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o Ireland from living in South Africa and England, Arthur Griffith soon started his first famous weekly, the *United Irishman*.

The *United Irishman* was a name endeared to Parnellites, but the Nationalism which Arthur Griffith began to preach after the downfall of Parnell was not of the parliamentary variety. It was essentially a proud and scornful Nationalism, intended first of all to whip Irishmen out of slave psychology, and, secondly, to give them a broad economic and political program.

Griffith preached in the wilderness for many years. There was nothing sensational about him, except the frequency with which his little papers came to be suppress. He and his wife and small family lived obscurely on little means. His editing of a propagandist paper out of plain devotion to an idea earned him more reproaches than ha'pence. But the rising generation in Dublin became familiar, through him, with the names of Wolfe Tone and John Mitchell, of Louis Kossuth and Deak. He told Dublin of the Hungarian Insurrection, and he sought to adapt the Hungarian policy to Ireland. By 1905 men were enough imprest by the resourcefulness and depth of his views to join in the First National Council Convention, with Edward Martyn of Galway as President.

Here Sinn Fein ("Ourselves") was launched as a national doctrine.

It remained a mere doctrine, discust only by young Dubliners, for many years. As late as 1915 John Redmond said: "What is called the Sinn Fein movement is simply the temporary cohesion of isolated cranks in various parts of the country, and it would be impossible to say what their principles are, or what their object is. In fact, they have no policy and no leader and do not amount to a row of pins as far as the future of Ireland is concerned." That was the common verdict in Ireland up to the rebellion of 1916.

But behind Arthur Griffith's laconic exterior, behind his heavy eyeglasses and his cold eyes, there was an idea of dual monarchy and an Anglo-Hibernian Empire that has matured in the present settlement. This settlement is really the correct projection of all his Sinn Fein designs.

Griffith is a Nationalist. He is a Nationalist in the sense that Bismarck was a Nationalist. But he is also an imperialist. And what he has always asked for Ireland is not separatism but partnership—partnership in the affairs of the world.

"The policy of Sinn Fein," he said in 1905, "is to bring Ireland out of the corner and make her assert her existence in the world. I have spoken of an essential; but the basis of the policy is national self-reliance."

It is curious, observes Mr. Hackett, that Griffith, who is nearly fifty, should have a more unhampered way of seeing things than De Valera, who is only thirty-nine years old. As for the latter—

De Valera has what might fairly be called a medieval mind. His intellectual rigidity goes, however, with great strength and courage. He is a formidable idealist.

Where Arthur Griffith's unbending nationalism is the means to an end, with De Valera nationalism is the end. Eamonn De Valera is a scholastic personality, upright, stiff and narrow—in some respects a Savonarola.

De Valera is a tall, dark, spare man of somber appearance, with strongly marked features and a measured, somewhat harsh and metallic voice. His temper is decidedly the temper of the disciplinary pedagog. As President of the Irish Republic he has had no hesitation to speak with firm authority as the head of a state. He can unbend socially at times and show himself to be kindly and considerate, but his general mood is one of rather austere and unsmiling gravity. He feels he is consecrated, and as head of a state he judges the acts even of his plenipotentiaries.

De Valera was born in New York, near the site of the Grand Central, in 1882. His father was a Chilian Spaniard, his mother a country girl from County Limerick. Returning to Ireland at two, Edward de Valera was brought up in Limerick and Clare, graduating brilliantly from Blackrock College in 1904, and eventually becoming a professor of science at the Roman Catholic Theological seminary of Maynooth, and also professor of higher mathematics at a normal college.

He was a friend of Pearse and MacDonagh, who were executed in 1916. Himself a Gaelic enthusiast, he took his part in the Rising of Easter Week, 1916. He fought in command at Boland's Mills for a week, surrendered, expecting to be shot, but was instead sentenced to penal servitude for life.

He escaped from Lincoln Jail in February, 1919, and came to this country by the underground route. During his absence from Ireland he was elected President by the Dail Eireann. When he was in the United States Griffith was Acting President of the Irish Republic. His separation from his wife and family is one of the many sacrifices he has made for Ireland.

"MARSE HENRY," THE LAST OF THE GREAT "PERSONAL" EDITORS

AMERICAN JOURNALISM was "a rude weapon" when Henry Watterson picked it up in Washington before the war, says an editorial in the Louisville *Times*, one of the thousands that followed Marse Henry's death on December 22nd, and "no hand so finally fashioned for its wielding had laid hold of it until the slender boy from Tennessee grasped it in the press gallery of Congress." In those years he also wrote short stories and poems, but "he came on the national sea at a time when his powers could accomplish more for the world by writing of the current, and into the current he threw himself." He rose to a position of power and honor, not only in his own land but wherever a trenchant pen, a keen intellect, and a personality of singular pungency and charm were appreciated. At the end of the Civil War, notes a biographer in the New York *Tribune*:

He went back to Nashville, and with two fellow soldiers of the Confederate army, Albert Roberts and George E. Purviss, revived *The Banner* of that city, with some success.

Then came the opportunity of his life. The Louisville *Journal*, long famous under the editorship of the essayist, wit and poet, George D. Prentice, was falling into decay. Prentice was old and had 'lost his grip,' and the owners of the paper sought a new editor. The election fell upon Watterson and he took charge of the paper in the spring of 1868, Prentice being retained as an editorial writer. A lively war soon arose between the *Journal*, under Watterson's aggressive direction and the Louisville *Courier*, directed by Walter N. Haldeman, which ended in the fall of that year in the consolidation of the two papers as the *Courier-Journal*, the first number of which appeared on November 8, 1868."

Watterson was a writer and speaker of exceptional power and pungency, his biographer recalls:

Possest of all the charms of literary and artistic culture, in his political editorials he had the supreme faculty of adapting his style to the matter in hand, so that sometimes he used a polished rapier and sometimes a battle-ax or bludgeon. No man was more outspoken or fearless, and none was less hesitant in criticizing his own party.

Many of his epigrammatic utterances became familiar and historic, such as his declaration that in a certain campaign the Democratic party was "marching through a slaughter-house into an open grave."

In 1873 he said: "The Democratic party, crucified in 1860, received no decent burial, and has been rotting away ever since in the open air.'

A few days later he added: "The reorganization of the Democratic party after the war was a capital mistake, and the participation in that act by the South was a first-class blunder. In the past it was the party of slavery; in the present it is the party of obstruction."

A year later he said: "Neither party as a party loves its country. One is imbecile and ignorant, hidebound and false; the other malignant and mischievous." He was in Switzerland in 1896 when news reached him of the nomination of William J. Bryan for the Presidency on a "free-silver" platform, and he instantly cabled to *The Courier-Journal:* "No compromise with dishonor. Another platform and ticket our only hope. Stand firm." In national economics he was always an earnest free-trader, and it was he who dictated the phrase "Tariff for revenue only" in the Democratic platform.

He was not at all pleased with the candidacy of Woodrow Wilson for the Presidency, and accepted it under protest, and during Mr. Wilson's administration he was his frequent and severe critic, particularly for his autocratic tendencies. He did not hesitate to speak of "the incipient pronunciamento of a dynastic plan and propaganda looking to a third term in the White House for its present occupant, and, in default of this, for the succession in the person of son-in-law McAdoo. . . . At this rate—the people complying—how long shall it be before Cromwell goes down to the Capitol not to make a taking speech, but to cry, 'Git, you varmints, git!'

When the great war broke upon the world Watterson was among the foremost in rallying the American people to the support of the Allies against the Central Powers, for the sake of freedom and democracy. His spirit flamed characteristically forth in the sentence with which he concluded nearly every editorial that he wrote on the subject, "To hell with the Hohenzollerns and Hapsburgs!"

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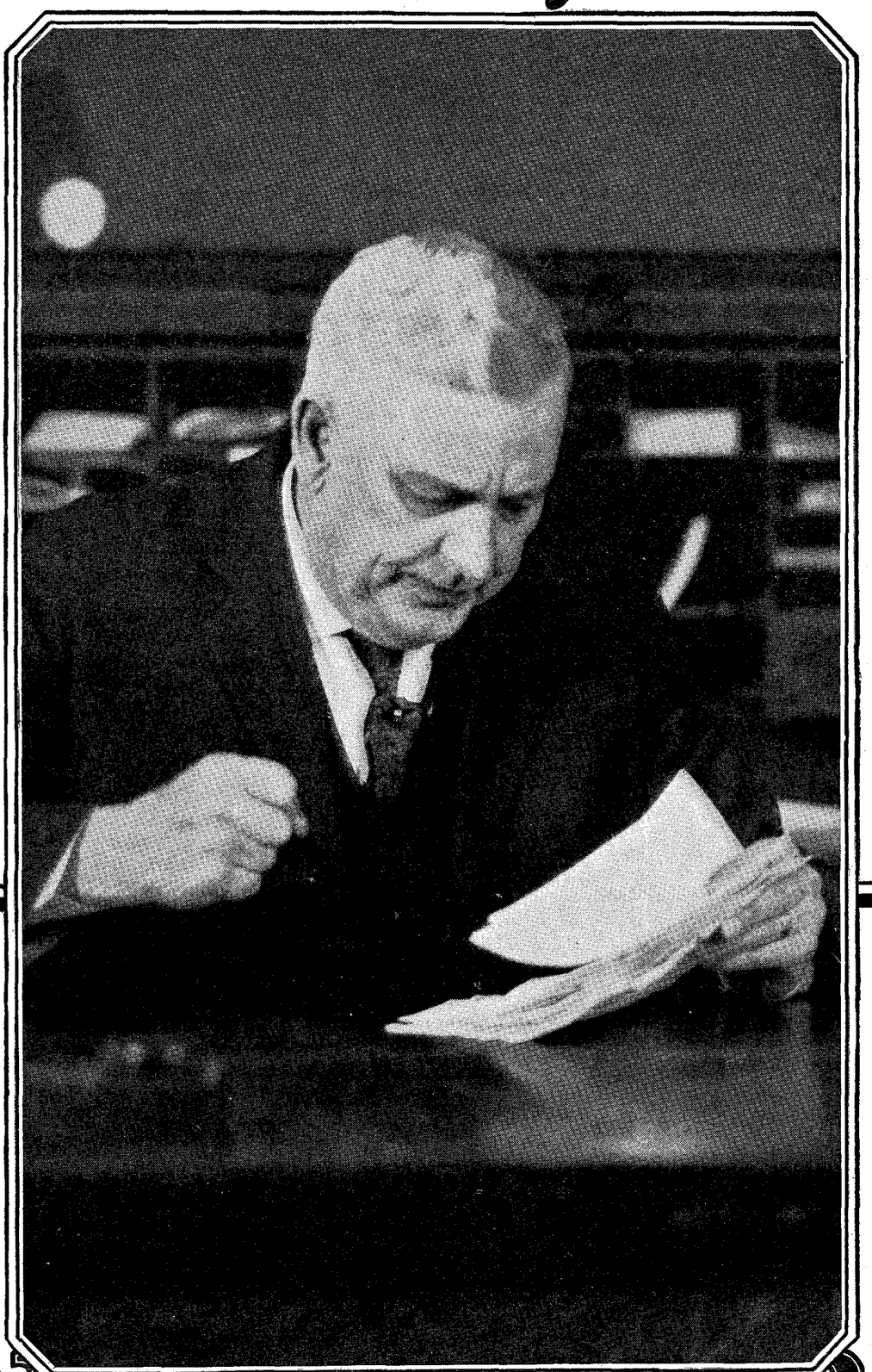
If I Only had



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the Figures!

He could have them, easily and economically, with this simple accounting plan and a Burroughs

Most merchants know the value of figures—but thousands of them do not yet appreciate the value of having these *figures daily*.

If they knew that they could hire an employee who would begin immediately to speed up collections, increase turnover, reduce investment in stock as compared with sales, get more cash into the business with which to discount bills and buy new stock—wouldn't they hire him tomorrow to make these savings?

A Burroughs Machine with the Burroughs Simplified Accounting Plan is just such an employee except that it soon pays for itself, then continues to earn increasing profits for you.

You don't have to be an expert bookkeeper to use this plan—every step is easy and clearly explained.

Let the nearest Burroughs office show you how these few daily figure facts can be used to reduce expense and increase profits, and how easily and economically you can get them.

Consult your banker or telephone book for the nearest Burroughs address, or write Burroughs Adding Machine Company, Detroit, Michigan.

Burroughs Machines add, subtract, multiply and divide in every kind of business the world over.

The accuracy, simplicity and speed of Burroughs Automatic Bookkeeping Machines are the features that make the Simplified Accounting Plan both easy and profitable for any kind of business.

Burroughs

Adding – Bookkeeping – Calculating – Billing

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Jim Henry's Column

Guarding the Roll

The only real object in life of approximately one hundred million people in this country is to get a piece of your income—not to mention several earnest producers in Europe, Asia and points south. That's the way we all make our living.

Knowing that you can buy only a portion of the things the rest of us want to sell you, has developed in you a power of resistance to selling talk.

You have thrown up a wall of doubt around your roll and it's a powerful argument that can break through and get the money.

That explains why you have been able to resist my quiet insistence that Mennen Shaving Cream is better than the old-fashioned soap you have been using all these years.

Why, if every man who reads this would believe it just enough to try Mennen's once, it would increase our business 400% overnight.

As a matter of fact, it isn't my advertising which will finally overcome your resistance. The only real enemy of your roll is your own desire for the best of everything.

In your heart, you know that Mennen's is infinitely superior to the soap you are using and some morning when you are suffering a little more than usual and your razor skids the way a carving knife does when it strikes one of those steel skewers they stick into roast beef, and your face feels mummified, you are suddenly going to make a big resolve to end all of your shaving troubles by doing it right—with Mennen's.

and afterwards— Mennen Talcum for Men —it doesn't show

As the little half inch of cream blossoms into mountains of moist lather—as the beard melts away before the blade you thought was through—as the happy smiles spread over your smooth, unscarred visage—you will be glad that you nicked the roll for at least four cents a month more than the old soap cost. I will send my demonstrator tube for ten cents.

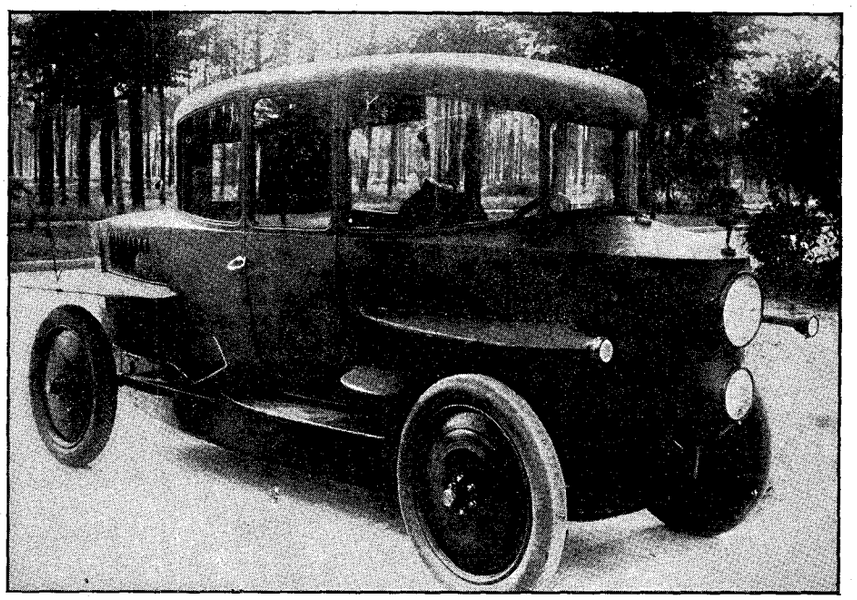
Jim Henry
(*Mennen Salesman*)

THE MENNEN COMPANY
NEWARK, N.J. U.S.A.

MOTORING AND AVIATION

THE REVOLUTIONARY "RAIN-DROP" CAR FROM GERMANY

THE sensation of the Berlin automobile show, says a correspondent of the New York *Times*, "was the Rumpler 'rain-drop' car," a new type of motor vehicle which is said to be in some way a reversion to the old "horseless carriage" type, while in others it embodies the latest discoveries in aerodynamics. Viewed from above, the new car is approximately the shape which a rain-drop takes in falling, and its air resistance, therefore, is "as near zero as science and mathematics can make it." The motor, as was the case with most primitive automobiles, is on the rear axle, which, the correspondent says, tends to give it perfect balance, as well as to do away with noise, heat, smell and dust. Altho powered much below other cars of the same size and type, with correspondingly low gasoline consumption, it is credited with "easily" developing 65 miles an hour. *The Scientific American* gives this description of the new machine, for which orders are reported to have been booked up to factory capacity for nearly a year in advance:



A CAR THAT COMBINES NEW AND OLD DESIGNS.

The motor is carried over the rear axle and the whole machine is so carefully stream-lined that it is said to have nearly double the efficiency of the ordinary automobile. It is the product of Herr Rumpler, a German air-plane designer.

The chassis is constructed of two wide pieces of prest steel bowed like the hull of a boat. The front axle passes through the frame without touching it, and flexible springs connect the two. The unsprung masses, which produce swaying, are reduced to a minimum, while the spring-supported masses that stop it form the minimum weight. The result is that the body sways but slightly while the wheels cling to the ground and bounce but little. Consequently there is very little wear on the tires and the car is extremely steady-riding. Since the main weights are located in one spot, the car, when turned out of its course, regains the road again quickly without tipping. The springs are very flexible. A theoretically perfect suspension is provided, while the placing of the seats between the axles minimizes by one-half the motion imparted by road shocks. The chauffeur's seat is in front, in the middle, just back of the front axle. He has a clear view of the road and can run the car much better than when he sits a considerable distance back from the front end, as is usual. The variable weight—the passengers—being placed in the middle does not affect in the least the relative load of the front and rear axles, while the constant weight is located at the two ends, the chauffeur being in front and the motor block behind. These weights are always there when the car is running, and they keep the load constant upon the two axles. With the ordinary car the motor and transmission, as well as the chauffeur, are both in front, and thus the rear axle is but lightly loaded, while with this new car the loading of the front and rear axles is practically the same. As the driving and steering wheels are properly loaded, skidding is unlikely in wet weather, while with the old-style car, this is a serious defect.

The motor, transmission and rear axle form a unit which swings about the rear axle somewhat to allow for road shocks, etc. The number of parts is the lowest possible, great simplicity being obtained, and the length of the motor block being kept very short. The motor is of 6-cylinders, water-cooled, of the Aviation Anzani, or Y type, with a third pair of cylinders vertical in the middle of the Y. A straight 4-cylinder vertical motor is also fitted on some models.

The center of gravity is about 70 mm. (2¾ inches) lower than with much heavier cars of ordinary construction, whereby the stability is increased very greatly, and curves may be taken without danger at high speed.

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The exceedingly light weight of these cars is obtained chiefly for the reasons mentioned above. Other things which are lacking and which therefore help to reduce the weight are the usual pump-handles or spring-supporting arms, mud-guard and lamp brackets, as well as the spare wheel carrier at the back. The chassis frame is very deep and made of very thin prest steel, which makes it light and easy to manufacture. The design makes cheap quantity production easy.

Mechanically this new Rumpler automobile is very good indeed. It has no belts, chains, or universal joints, yet in spite of all this the rear axle is spring-supported. Its impulse and acceleration at starting and the break movement in stopping, as well as the 'set' of the wheels, are all technically correct. The front wheels do not hit the frame and wear the tires in making sharp turns, and wherever there is rubbing friction, proper lubrication is provided. The front axle is mounted independent of the frame and passes through it without touching it.

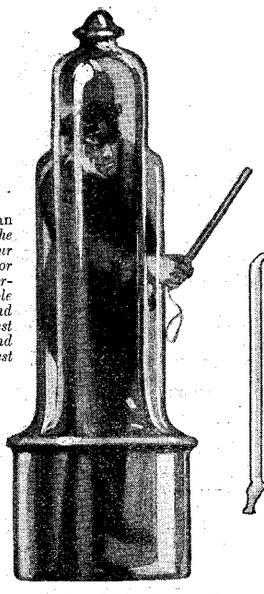
Due to its careful stream-lining the air penetration is unsurpassed, and the dust question has been solved completely both for open and closed cars. Passengers riding in the latter will have plenty of fresh air, and will no longer be annoyed by gas fumes, heat and noise, for the air stream is drawn back by the radiator fan of the rearwardly located motor.

AMERICA'S LEAD IN WAR AVIATION

UNITED STATES flyers were just getting started when the war ended, but since that time, reports a weather expert who has been observing and assisting the work of our aviators in various parts of the country, military aeronautics in this country have reached a higher plane of perfection than anywhere abroad. With the end of the war, we are told, military aeronautics in Europe practically ceased to advance, while the American authorities pushed to completion the program which they had planned. Poison gas, which is said to be capable of "wiping out entire populations" if sprayed from planes, has also received unusual development by American experts. Certain unkindly critics, it may be remembered, have argued that America stood to lose nothing by abolishing battleships, since our experiments with bombing planes had shown that aircraft, and not navies, would be the deciding feature in the next war. Dr. Ford A. Carpenter, Manager of the Department of Meteorology and Aeronautics of the Los Angeles Chamber of Commerce, lately returned from witnessing the bombing experiments off the coast of Virginia and agrees to the extent of asserting that it has been proven that "in future wars, bombing planes dropping both high explosives and poison gas will be the most deadly factor." He presents both government records, and the testimony of an eye witness to many experiments, to back up his views. As he is quoted by the Los Angeles *Times:*

The United States is now at the very forefront of all nations in bombing practise. Success in this method of combat is due to

Heat with Steam AND Hoffman Valves



Get a No. 1 Hoffman Valve, *Watchman of the Coal-pile, from your Heating Contractor or send $2.15 to our Waterbury Office for sample valve. In Canada send $3.00 to your nearest jobber of plumbing and heating supplies. Test it. Be convinced.*

Well-known Watchman rids radiator of imps

ARE your radiators possessed by the bad heating imps? The imp of the leaky air valve — dripping water and hissing steam; the imp of the banging, thumping pipes; the imp of the air-bound, ice-cold radiator?

If so—call the Watchman! Let him tackle your worst radiator. He'll dispossess the imps in short order and make that radiator hot, silent, and well-behaved.

THEN when you're convinced, have your local Heating Contractor put Watchmen on all your radiators. They'll boost the temperature and lower the coal-bills. The imps will disappear for good, and with them your heating troubles.

Satisfactory service from HOFFMAN VALVES is guaranteed in writing for Five Full Years.

"MORE HEAT FROM LESS COAL" *is a booklet that tells all about* HOFFMAN VALVES *and how they eliminate coal waste. It is yours for the asking. Write for it today.*

HOFFMAN SPECIALTY COMPANY, *Inc.*
Main Office and Factory, Waterbury, Conn.
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HOFFMAN VALVES

more heat from less coal

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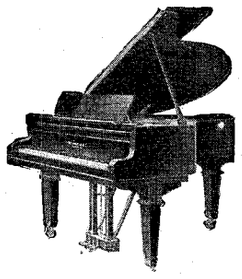
The KIMBALL

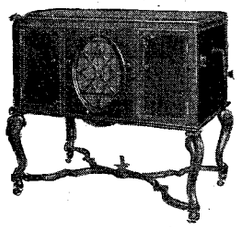
—awarded the medal of preference at the court of public opinion



FOR generations the KIMBALL has been recognized by discriminating music lovers everywhere as an instrument possessed of superlative merit. Sweetness and purity of tone, visible beauty, and superiority of workmanship—these three dominant essentials have earned for the KIMBALL a commanding position in the musical world.

The KIMBALL, *now serving a Nation of Music Lovers, includes—*

Grand Pianos, Upright Pianos, Player Pianos, Reproducing Pianos —the artist's identical rendition; Phrasonome Pianos—a player that is a revelation in phrasing control; Pipe Organs, Phonographs and Music Rolls.



Descriptive catalogs, also nearest dealer's address, sent to you on request

W. W. KIMBALL CO.

(Established 1857)

Factory and Executive Offices
CHICAGO, U. S. A.

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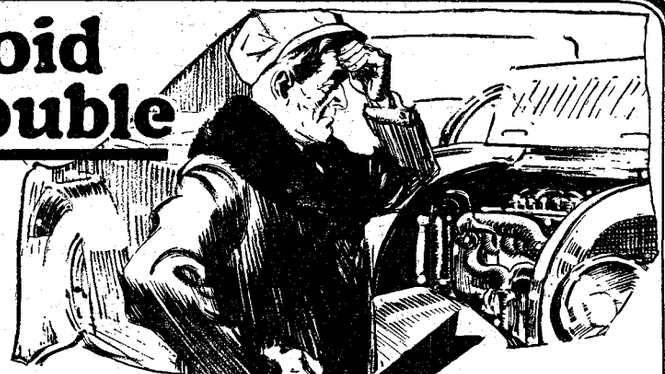
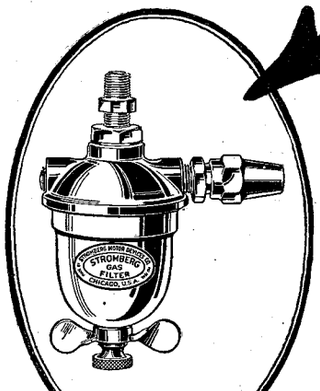


The Solution



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The Stromberg Gasoline Filter cleans the gas —removes dirt—takes out water—just before gas enters the carburetor. Reduces repair bills—eliminates delays. Attached to bottom of vacuum tank, carburetor or gas line. Easy to attach—connect it yourself.

A well made necessity that outlasts car. Large screening area—does not interfere with gas flow. Needle valve shuts off gas flow when sediment chamber is released for cleaning. Prevents theft—it locks the car.

Get one today from your dealer. Price is low—$3.00 complete. State name and model of car. *Dealers*—write for territory and special sales plans. Made by

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MOTORING AND AVIATION
Continued

the splendid spirit of cooperation which exists between the Army and Navy.

This Government has taken a big forward step in practicalizing aeronautics. We began bombing maneuvers with bombs containing 150 pounds of TNT. During the last week of the tests we used 1900 pounds of TNT in one bomb.

From my own observation, at normal altitudes one out of every five bombs dropt would make a hit. From unusually high altitudes one out of every seven was a hit.

The terrific result of these bombing maneuvers was shown by the small space of time in which the target, usually an obsolete warship, was totally destroyed and sunk. I witnessed the sinking of several vessels. During the tests a battle-ship, a submarine, a destroyer and a cruiser of the allocated fleet were destroyed by aircraft In one case the aviators before the bombing had been in ignorance as to the location of the target which they only knew was within an area of 25,000 square miles. Yet within a few hours after leaving their station, in each case the target was spotted in hiding below the clouds, and through the mists or haze the fleet of bombers would descend upon it and sink it with a few well-placed bombs in a comparatively short time.

The concussion from the explosions of the bombs used to sink the vessels was likewise terrific. I was observing the maneuvers from a dirigible high in the air (in the airship which gave the bombers wind direction and other meteorological conditions), yet with each bomb explosion the ship would rock from the air wave. One of the navy vessels, a tender, two miles from the target, had its condensing engine crippled.

Despite the fact that hardly ten minutes of each day I was at Langley Field was there any cessation in bombing maneuvers of some nature, not a single casualty was recorded either during the maneuvers or while handling the enormous supply of bombs, all containing charges of TNT. At Langley Field they were piled up like cordwood. My visit, however, was after the unfortunate casualty in which two pilots lost their lives in bombing the San Marcos hulk in Tangier Sound.

Dr. Carpenter was asked as to his conclusions as to the net results of these bombing tests. Occupying the unique position as commissioned civilian lecturer in meteorology for the War Department, and also holding a commission as a lieutenant in the United States Naval Reserve Force (class six, technicist), his opinion, the interviewer points out, is of more than ordinary value. He said:

We are naturally apt to exaggerate the importance of new discoveries and new applications of science; and, therefore, our enthusiasm must be curbed and our deductions made in the light of experience. First of all let it be understood that air-planes are not a substitute for naval craft. Air experts readily agree that the radius of aircraft is limited. Making due allowance for important factors absent in the bombing experiments off the Virginia coast, such as the unmanned condition of the bombed ships, the absence of enveloping fleets of

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hostile aircraft, the proximity of the fleet to the air-base, etc., there yet remain these facts brought out for the first time within the past ninety days: To summarize the official report by the joint army and navy board, we may say:

"(1.) It is possible for aircraft within their radius of action to sink any surface craft not adequately protected against them.

"(2.) It is impossible so to construct a ship as to guard it against destruction from high explosive charges dropt alongside.

"(3.) In adequate quantities they may be decisive factors in operations, such as assistance to gunfire, information, and have important strategical and tactical qualities in operations of coast defense.

"(4.) The availability of these qualities at present depends largely on weather conditions."

That is why so much attention is being paid to a study of meteorology at the present time, and why it was decided in June last to call Dr. Carpenter from the Pacific to the Atlantic Coast.

The use of aircraft in connection with poison gas, declares another observer, Henry W. Nevinson, now in Washington as a representative of the Manchester (England) *Guardian*, has been so perfected in America that "whole populations may be destroyed," by spraying the deadly fluid from airplanes or dropping it in huge bombs. A new and deadly gas has been perfected in America, in the Government's poison gas works at Edgewood, half an hour beyond Baltimore, which the English correspondent calls "probably the greatest poison works in the world." He goes on to describe this American armament, in an article which appears in the New York *World:*

Edgewood is hardly even a village, except for the works, all of which were erected during the war. There is an enclosure of 10,000 acres for the factory on a promontory in Chesapeake Bay, having its own docks for lighters. The works were brought to the highest perfection just before the armistice and could then produce 200 tons of poison gas daily. Work is now going on at greatly reduced pressure, but the plant is maintained in complete readiness, with a permanent staff, machines in working order and the results continually inspected and tested separately.

Staffs for offense and defense are continually working against each other, every advance in poison being met, if possible, by protective methods such as new devices in masks to prevent death by suffocation or impregnable overalls to prevent death by burning.

On the French front our masks could be put on in six seconds. Here the mask can be put on in three by one single movement without ties. A notable device in glass goggles has been invented, the glass being constructed so that it can never splinter, even if it should break. Much improvement has been made also in the breathing tube and cylinder.

There are two hermetically sealed chambers into which the men volunteer to enter without extra payment to test the power of the gases. They are watched through a window until they signal upon feeling the effect in faintness or sickness.

Chlorin made from common table salt is the base for all poison gas except perhaps Lewisite. Salt is dissolved in enormous

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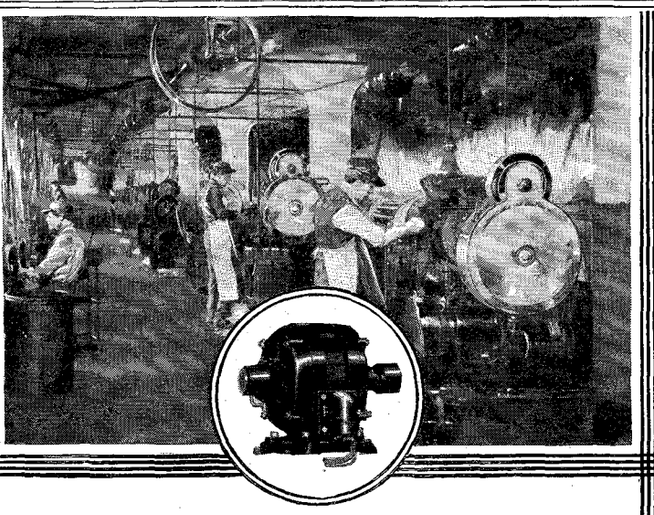

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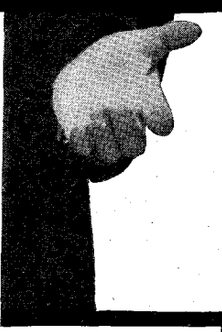

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vats like iron foundries. Many kinds of gas are manufactured. The best for suffocation is called phosgene. Mustard gas burns the flesh off as well and penetrates the clothing, as was demonstrated during the war.

Chlorophierin produces intense vomiting, disabling until the enemy arrives to kill. Lachrymatory gas causes floods of tears and its effects are melodramatic, as I found upon approaching the factory. The smell is rather sweet, but the effect wears off if the sufferer survives the bayonet attack for which the gas is preparatory.

Lewisite is a burning gas like mustard gas, but its effect is far more powerful. It spreads slowly, unlike phosgene, which on that account is more favored for ordinary bombing from the air. But Lewisite could be sprayed upon cities, as with hose, from aircraft, with devastating effect, burning clothes, skin and flesh of all soldiers and citizens indifferently.

Large aircraft, each carrying several bombs or spraying machines, could easily destroy great cities if unopposed and gradually reduce the whole human population, rendering birth control unnecessary.

Most interesting was the museum on the premises illustrating the growth of various destructive chemical processes and attempts to counteract them. The whole factory proves what ingenuity has been expended for slaughter and the horror that would doubtless be involved in another war.

All attempts to check the employment of improved instruments of destruction have hitherto been vain, as proved at The Hague and in our protest against the use of poison gas in the late war.

A FOURTH AIR-PLANE RECORD FOR AMERICA

YANKEE flyers, by spending more than a day and night in the air, have added the heavier-than-air endurance record to the three other flying records which came to this country in the past year. Man's first feeble flutter, eighteen years ago, lifted him aloft for the period of fifty-nine seconds, and the achievement was heralded as the marvel it really was. Flying in a half blizzard above Long Island, two days before the end of the year just past, a plane of American manufacture from German designs, piloted by two ex-Army flyers, soared through space for more than twenty-six hours. A writer in the New York *Globe* notes that the distance traveled was more than sufficient to have carried the flyers across the Atlantic, if their flight had been straight away instead of a close circuit. The same writer, turning back to the history of aviation, observes:

When Wilbur Wright, in a heavier-than-air machine, flew 852 feet at Kitty Hawk, N. C., on Dec. 17, 1903, the feat was pronounced one of the marvels of the century. The whole world rang with the accomplishment. Yesterday a monoplane, piloted by Edward Stinson and Lloyd Bertaud, finished a continuous flight of 26 hours, 19 minutes, and 35 seconds. In eighteen years, a span of less than a minute had been stretched to more than a day and a night. Yet the marvelous performance at Mineola, L. I., is heralded as simply the breaking of a world's endurance flight in aviation.

While the advance in the science of flying has been rapid and startling, when the period involved is considered, careful analysis shows that the progress came not by leaps and bounds, but rather through hundreds of experiments, sacrificed lives, and determination seldom devoted to similar projects.

Five years after Wright's initial flight he held the world's record with 77 miles made in 2 hours, 20 minutes, and 23 seconds at Anvours, France. Two years before that, A. Santos-Dumont covered 720 feet in the first flight ever made in Europe. In 1909, Henry Farman had gained the flying honors for France with a flight of 137 miles in 4 hours, 6 minutes, and 25 seconds.

Just a decade after Wright had made his first "hop-off" national and international flying races for famous trophies were the vogue in Europe and America. Then came the world war, and the sporting side of aviation gave way to the more serious combat of the air, hundreds of aviators killing and being killed in a realm foreign to mankind but a few years before.

Before the transition, however, the feats of the Wrights, Farman, Santos-Dumont, and the other pioneers had ceased to be impressive. Flying had passed to the comparative stage and records for speed, endurance, altitude, and passenger-carrying were being pushed upward annually. Seven years after Wright's 59-second flight, G. Fourney held the endurance record with eleven hours of continuous flying.

At the close of 1914 this record had been almost doubled, for W. Landmann maintained a continuous flight of 21 hours, 48 minutes, 45 seconds in Germany on June 26 and 27 of that year. The records also show that L. Noel of England flew for more than 19 minutes with nine passengers, and fifteen passengers had been carried to a height of nearly 1,000 feet by the Russian aviator Sykorsky.

Stinson yesterday added 2 hours and 28 seconds to the world's endurance record previously held by Broussoutrut and Bernard as the result of a flight made in France a year ago last June.

Flying at a speed of ninety-five miles an hour, Stinson and Bertaud had battled with a snowstorm while skimming over the earth at a height of less than 100 feet, with temperature below zero, a seventy-mile gale, while oil splashed in their faces and almost blinded them.

While no official record was kept of the distance flown by the Americans, competent observers estimated that their plane had covered approximately 2,500 miles. In distance covered, Stinson and Bertaud undoubtedly surpassed all former records, and more than equaled the transatlantic flight of 1,960 miles made by the late Captain Sir John Alcock and Lieutenant Arthur W. Brown from St. John's, N. F., to Clifden, Ireland.

The endurance flight came as a fitting climax to the achievements of American aviation in 1921 when four world records were made by Yankee aviators. The other three were:

An altitude and efficiency record for flying boats made when a Leoning monoplane reached 19,500 feet with four passengers on August 16.

An altitude record made by Lieutenant J. A. McCready of the army air service, who piloted an air-plane to the height of 37,800 feet at Dayton, Ohio, on September 28, breaking the mark of 33,114 feet set by Major Rudolph Schroeder.

A speed record for a closed course in the Pulitzer trophy race made by Bert Acosta, who drove a Curtiss navy racer at an average speed of 176.7 miles an hour for 150 miles at Omaha, November 3.

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MOTORING AND AVIATION
Continued

BERLIN'S BIG AUTO SHOW SPELLS COMPETITION

THE editor of a business periodical published in the automobile manufacturing center of the United States is not unnaturally concerned over the revival of German competition in motor cars. So we find in the Michigan *Manufacturer and Financial Record*, a warning to Detroit motor manufacturers that the Teutons are likely before long to be a big factor in the world motor market. German motor vehicle plants were, of course, devoted to military production during the war. But, we are told, they have resumed normal lines of production and the first German automobile show since 1914 which was held in Berlin in September, was "not only a big and most impressive exhibit, exclusively German, but it showed in many ways that the German industry would in a very few years become again a very important factor in the world automobile field." The Detroit weekly quotes from *Motor Age* the following comment on the motor show, which was cabled over by the latter paper's European correspondent:

Germany's first post-war automobile show opened September 26 in the specially constructed Kaiserdamm Palace, which is 820 by 230 feet and located in the northern suburbs of Berlin.

The exposition contains exhibits by 58 passenger car manufacturers, thirty-four truck makers, thirty-five body builders, forty accessory concerns and thirty machine tool companies. It discloses clearly that the German automotive industry is again established on a full production basis. Because of the low value of the mark, it is prepared to make a serious bid for foreign markets. The attendance is large and foreign buyers plentiful.

With rare exceptions the cars are all up-to-date in design and represent the cumulative experience of the last seven years' attempts to bring production costs down to a minimum. Few German makers are following the American simplified design, as German manufacturers generally prefer a higher grade, rather more costly type.

From an engineering point of view, the feature of the show is the more general use which is being made of aluminum.

Eighty per cent. of the cars displayed have four-cylinder engines, 16 per cent. six-cylinder, 1 per cent. eight-cylinder and none have 12. Detachable heads are found in 11 per cent. of the engines.

Mercedes is using steel cylinders in all models. There is a pronounced tendency toward aluminum steel-lined cylinders, overhead valves, electric lighting and starting in most of the models. Ninety per cent. of the cars are Bosch equipped.

The unit power plant construction is seen in 21 per cent. of the engines; separate transmission in 78 per cent.; four-speed transmission in 83 per cent.; spiral bevel drives in 39 per cent. and straight bevels in 59 per cent.

Straight side tires are unknown on passenger cars, but giant straights have made their appearance on many trucks. It is declared here the Continental Caoutchouc & Gutta Percha Company has come under control of the B. F. Goodrich Company.

There also are reports that the Packard Motor Car Company has purchased a factory in Poland and that Ford has obtained control of the Hansa-Lloyd Automobile Company in Bremen.

Maybach, the former co-worker of Daimler and noted as an airship manufacturer, has produced a car without clutch and gear box and with an electric motor sufficiently powerful to drive the car at low speeds, but with an emergency gear. The engine is a six-cylinder, closely resembling the Dutch Spyker engine which is manufactured by Maybach. The rear axle is of aluminum and the car has front wheel brakes.

Stinnes is showing a low-priced cheap production car with a four-cylinder all-aluminum overhead valve engine.

FLYING THE AIR MAIL IS STILL A "TEMPERAMENTAL JOB"

IT is fashionable nowadays, of course, to take the air-plane for granted. Anybody with five or ten dollars can have a flight. Planes have crossed the Atlantic and flown to Australia, and "young ladies who would be frightened at a grasshopper will tell you that they were disappointed in the air, and really felt just as if they were sitting at home in an easy chair." Also, the air-carried mail goes forward between New York and San Francisco with a regularity that compares with the best transcontinental train service. All of these things are admitted by Arthur Ruhl, who lately flew from Salt Lake City to San Francisco with the daily mail, and yet, he says, "I am free to confess that to me this trip over the mountains was nothing short of tremendous." It is still a "temperamental job," especially when it comes to dodging half a dozen thunder-storms, groping a way through San Francisco fogs or flying in blizzards, and these mail carriers, even tho subject to the rules and red tape of the Post Office Department, just as if they were regular postmen on a city route, have a temperamental time of it. Mr. Ruhl goes on to present some records and impressions, in *The New Republic* (New York):

. Merely to stick your face into a 100-mile-an-hour gale for seven hours, in a roar that drowns out everything, even to the voice in your own throat, and stifles down the everyday sentient and more or less articulate human into a sort of huddled, flying eye—merely this, together with the climbs and drops through all sorts of altitudes and air pressures from sea-level to fourteen thousand feet, that leave you deaf as a post for hours—gives one a borrowed sense of physical accomplishment at least equivalent to that of doing an average Marathon run.

And then the Jove-like gazing down on the earth and man's microscopic works; on river systems, with all their towns, seen from source to mouth, almost as mere twisting scratches in the land; on mountains lying a mile beneath like warty brown toads sleeping on the sand; the jagged edge of the Sierras and Alpine lakes and patches of perpetual snow, yawning as far below

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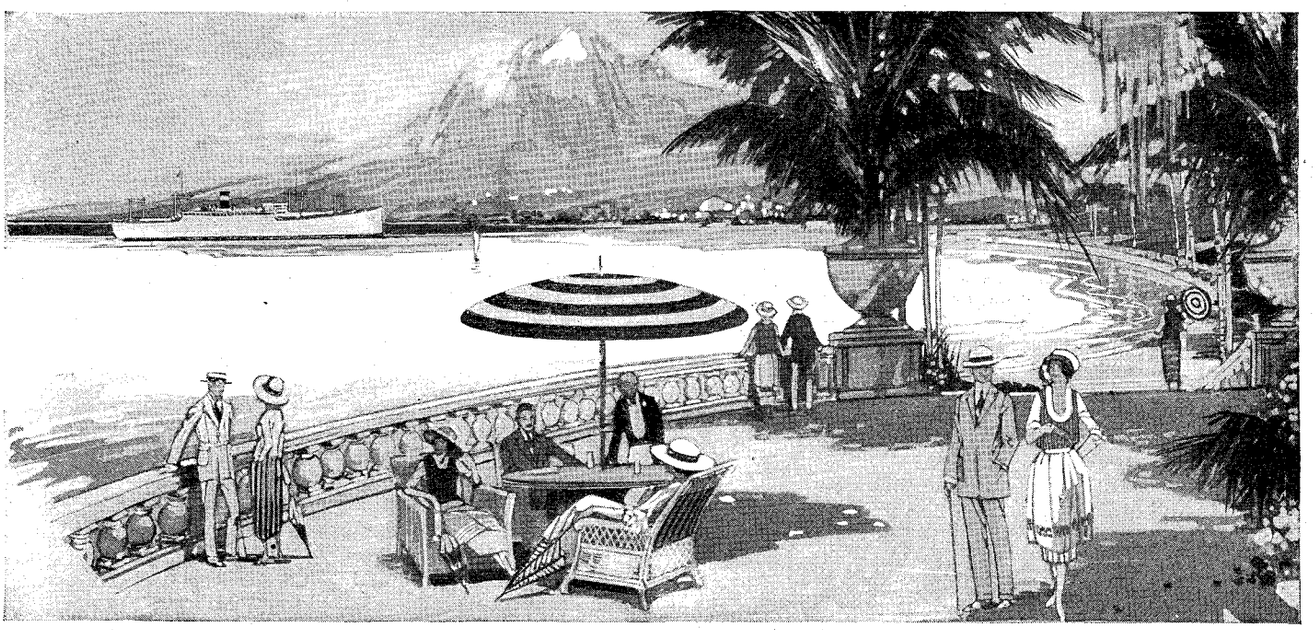

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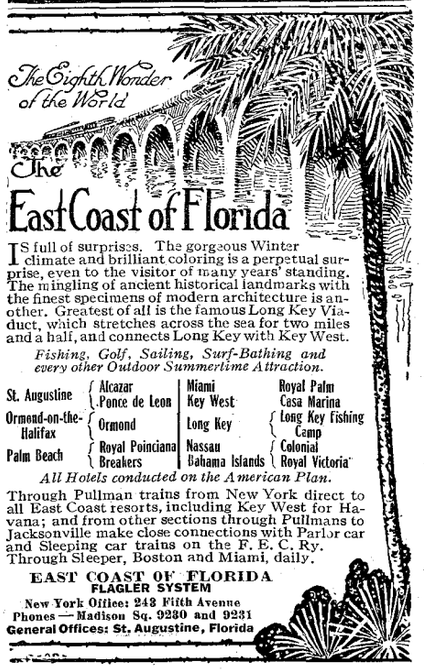

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MOTORING AND AVIATION
Continued

one's feet as they usually lift above them—all this, continued for the better part of a day, so takes one out of life as it is usually lived, that for hours a city's streets seem diminutive and far away, and one wanders like a stranger in one's own world.

And yet the mail is carried to San Francisco every day. In the three days that I waited at Salt Lake, the flying-times between Salt Lake and Elko—about two hundred and four miles—varied only about two minutes. The Air Mail Service is three years old. It is included in the Civil Service and it is not easy to dismiss a mechanician, whether his work is satisfactory or not.

This conventionality, on the one hand, and the entirely unconventional feelings which a single flight gave me, on the other, together with the gossip of the flying men, themselves, as I heard it for several days, lead me to the point which I wish to suggest here—that in incorporating the air mail in the regular postal service (a thoroughly desirable aim) we are likely to take too much for granted. There is a danger of forgetting that flying is not yet walking; that the dash, determination, and sensitive "feel" which make a successful flyer are qualities not immediately translatable into bureaucratic conformity by the mere act of putting their possessors in the Civil Service; that risking one's life every day is a different job from lugging a mail pouch along a city street, and that the men who do it must, in some sort or other, be treated accordingly.

Put yourself for a moment, he suggests, on one of the flying fields. You are at Salt Lake, for instance:

It is four o'clock in the afternoon and the mail from Rock Springs is due. Rock Springs is one hundred and fifty miles away—a flight over mountains and canyons. Landings are not impossible, and forced landings have actually been made, but it is about as easy to make them as to sleep on a picket fence.

The hot desert day has suddenly darkened, the west and south are black with thunder-clouds, and all at once, across the salt flats, sweeps a desert wind with whirling columns of sand. You are watching a lower shoulder of the mountains, which hereabouts rise to twelve or thirteen thousand feet, and even now, in midsummer, are spotted with snow. "That's the place where he ought to come through."

Half an hour passes, an hour. Suddenly from behind, quarter of the way round the sky's circle, comes the drone of a plane. It dips, slides down to the field, and scuds across it in a cloud of dust. The pilot whirls about, drums back to the hangar, climbs out of his nest and hurries to make his report, for he had an engagement with a man at the bank at four-twenty, and is nearly an hour late.

"Had to dodge about a dozen big thunder-storms!" is his explanation of being off his course.

"What happens to a plane in a thunder-storm? Does the metal attract lightning, like a lightning-rod?"

"Well, there's all sorts of theories about that. Of course the lightning-rod is attached to the ground and the plane isn't. Maybe it's like a Leyden jar—you know how the sparks jump from one knob to the other and just prick a little hole in a piece of paper. Of course if the spark happened to go through your gas tank, you'd be out of luck!"

Somebody volunteers the suggestion that he has heard of planes getting struck by lightning and "Blooey! There was nothing left!"

"You'll see that lightning run along a cloud clear across the sky. It seems to make for the place where the rain is thickest and to run down on that. So you strike for the place where the rain is thinnest. If there's a blue spot or a hole in the clouds you climb or dive for that. Sometimes there's no way out and you simply have to bore through it. But it always scares the hell out o' me, I'll say."

They talk of flying in blizzards on the Cheyenne run, and fighting the wind for hours until the gas tank goes dry and there's nothing for it but a landing. One man got lost in a fog somewhere in the mountains, had to come down with engine trouble, and landed on the edge of a canyon several hundred feet deep. Going over the mountains to San Francisco you must expect to hit "bumps" and run into air-pockets. Even when there are no fogs or storms, the cold air flows down from the summits into the valleys, like water over a waterfall, and makes the air "thin."

"The last time I went over as a passenger," says one of the pilots, "I had a suitcase on my lap. We struck an air-pocket and dropt about three hundred feet like a shot. I just caught that suitcase as it was bouncing over the side of the cockpit and I might have followed, if it hadn't been for the strap. You'd better be strapped in good and tight."

The pilot, who flew with me to San Francisco carried a six-shooter. What for? Well, the last time he made a forced landing was in the desert and he walked about fifteen miles with coyotes skulking along behind him and thought with a gun it would be less lonesome. Every morning at this time of year the fog is thick in San Francisco and it doesn't burn away until well after breakfast-time, but the mail starts for Salt Lake at six o'clock, fog or no fog, and the pilots feel their way through it and climb up above the city and the islands to the upper air as best they can. And so on.

Running an air mail service across a continent like ours is a very different thing from doing it in little England or France. The Rocky Mountain and Pacific Coast region is a continent in itself and not an easy one to fly over. During the past year the air mail carriers flew 1,313,379 miles with mail. They carried 1,015,053 pounds of it. Their flying "practise," as the engineers say, with its daily flights of hundreds of miles over all sorts of country in all sorts of weather, including prairie blizzards and mountain storms, is higher, one supposes, that that developed in the more casual flying of either army or navy pilots.

A Difference in Degree.—A former judge who had become cashier in a western bank once declined to honor a check that a stranger had presented. "The check is all right," he said, "but the evidence you offer in identifying yourself as the person to whose order it is drawn is scarcely sufficient."

"I have known you to hang a man on less evidence, judge," was the stranger's response.

"Quite likely," replied the ex-judge, "but when we're giving up cold cash we have to be careful."—*The Lawyer and Banker.*

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ELECTRONIC REPRODUCTION PROHIBITED

When we say that the Franklin of Today goes farther than any other car in meeting present motoring requirements, we mean exactly this:

---the most comfortable car to ride in
---the easiest and safest car to handle
---the most economical car to operate
---the car that is freest from trouble
---and can cover most miles in a day

There are good reasons for these broad statements. Reasons which begin with essential differences in construction—and end with marked differences in actual results.

People now fully realize that a car's value involves how it is built and what it does.

All of these things account for last year's splendid sales record and the fine reception of Today's Franklin.

FRANKLIN

Sold twice as fast as the industry in general in 1921

THE following points are different from common practice, and important in meeting the requirements of today:

Case-Hardened Crankshaft
Outlasts any other three shafts. The only car with this big endurance feature. Seven main bearings (instead of the usual three) reduce vibration.

Direct Air Cooling—No Water
More efficient, weighs less, has 177 fewer parts. Does away with radiator troubles, cuts routine care, allows chassis flexibility, reduces carbon.

Laminated Wood Frame
More costly to build, but lighter, stronger and more shock-absorbing than steel. Increases comfort, permits wheels to conform to road without straining body.

Four-Point Body Suspension
Here again is flexibility, impossible with cars having body rigidly bolted to frame the entire length. Prevents squeaks and strains.

Two-Point Spring Suspension
See what this does to rigidity, the enemy of comfort, safety and long life. And to noise—no shackle bolts.

No Torque Tubes or Strut Rods
Another contribution to flexibility. Allows springs to absorb jar of starting, stopping and road jolts. Also eliminates unnecessary weight and noise.

Full-Elliptic Springs
Give almost twice the usual spring movement. Deaden road shocks. More costly than semi-elliptic or other kinds, but important for comfort. Absorb the forces that cause skidding.

Franklin Standard of Demonstration

50 to 500 Miles or More

That is telling the story as it ought to be told—by the product itself. Go to any Franklin dealer. His time and car will be at your service for this purpose. It will pay you to know the Franklin.

Light Unsprung Weight
Less weight below springs than any other car. Reduces reaction of road roughness against tires, body and passengers.

Tubular Front Axle
Made of drawn steel tubing. More expensive to produce, but is stronger, lighter and free from hidden flaws.

Scientific Light Weight
Quality materials of great strength properly used to equalize stress. Distributes load evenly. Lengthens tire life, gives comfort, easy handling and economy.

Patented Long-Type Aluminum Pistons
Combine advantages of cast iron and of ordinary aluminum types. Silent, longer-wearing, allows higher engine compression, quick acceleration.

Generous Use of Aluminum
In body, engine base and oil pan, rear axle housing, etc. Saves 440 lbs. in enclosed types, 350 in open. Costs 800% more than materials it replaces. A big factor in Franklin light weight and quality.

Non-Stalling Engine
A cowl switch does it. No pushing of pedals—no meshing of gears. A powerful safety factor.

Carburetor Adjustable From Dash
Carburetor adjustment possible with car in motion, meeting varying conditions. Prevents gasoline waste, insures maximum power.

Cold Weather Starting Devices
Strong starter, improved electric vaporizer, closed circuit ignition system—hotter spark. Makes starting instant, easy and dependable, regardless of temperature.

Elimination of Grease Cups
Wick oiling eliminates all but three, which are easily reached. Lightens routine care, guards against damage due to neglect.

Pressure Oiling to Bearings
Makes oiling positive, constant and equal—not a matter of chance. Saves many repair bills. Reduces carbon.

New Use of Drop Forgings
In load-carrying parts. Increases endurance, saves repair bills. The first car to embody this advance in construction.

Safer Braking System
Service and emergency brake areas separated, insuring cool brakes. Service brake on transmission acts through differential equally on both wheels. Multiplies braking force, prevents skidding.

Automatic Spark Control
Relieves the driver of guessing. Insures correct timing at all speeds. Saves engine—saves gasoline.

20 miles to the gallon of gasoline
12 500 miles to the set of tires
50% slower yearly depreciation
(*National Averages*)

FRANKLIN AUTOMOBILE COMPANY, SYRACUSE, N. Y.

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

Chase Pain Away with Musterole

When the winds blow raw and chill and rheumatism starts to tingle in your joints and muscles, get out your good friend Musterole.

Rub this soothing white ointment gently over the sore spot. As Musterole penetrates the skin and goes down to the seat of trouble you feel a gentle, healing warmth; then comes cooling, welcome relief from old man Pain.

Better by far than the old-fashioned mustard plaster, Musterole does the work without the burn and blister Grandma knew so well.

For colds, aching muscles, sore joints and minor ills, just rub on Musterole.

Don't wait for trouble, keep a jar or tube on the bathroom shelf.

Recommended often by nurses and doctors, it comes in 35c and 65c jars and tubes; hospital size, $3.

The Musterole Co., Cleveland, Ohio

BETTER THAN A MUSTARD PLASTER

MUSTEROLE

WILL NOT BLISTER

REG. U.S. PAT. OFF.

Girls! Girls!! Clear Your Skin With Cuticura

Sample each (Soap, Ointment, Talcum) of Cuticura Laboratories, Dept. 7, Malden, Mass. Sold everywhere.

GO INTO BUSINESS for Yourself Establish and operate a "New System Specialty Candy Factory" in your community. We furnish everything. Money-making opportunity unlimited. Either men or women. Big Candy Booklet Free. Write for it today. Don't put it off!

W. HILLYER RAGSDALE, Drawer 38. EAST ORANGE, N. J.

STOP Radiator Leaks and Save Big Repair Bills

THOUSANDS of motorists have used Radiator Neverleak for sealing up leaks in radiator (or anywhere in cooling system). Many carry a can in the tool kit.

RADIATOR NEVERLEAK

has *made good* wherever used. It is no experiment. Pour contents of 75c can into radiator, let mix thoroughly and leaks are stopped permanently in less than 10 minutes. Cannot clog or impair cooling.

Million Dollar Guarantee

protects you. Satisfaction guaranteed or money back.

At all dealers or send 75c direct.

BUFFALO SPECIALTY COMPANY
Buffalo, N. Y.

SCIENCE AND INVENTION
Continued

AGAINST LIGHTING COUNTRY ROADS

MANY country roads are now as well paved as city streets and are traversed by cars running at a far higher rate of speed than is allowed in the city. A further step toward city practise is the provision of artificial light by night, and a number of articles have appeared advocating this, but an editorial writer in *The Scientific American* (New York) gives it as his opinion that country roads are best lighted by automobile's own headlights, which he thinks are being unduly criticized. They have disadvantages, he admits, but he believes that in the country those of the roadside "pole light" are even greater. He grants that experts are still a good deal at sea, and ends with a question rather than a dogmatic assertion. To quote him in part:

The idea behind all road lighting is simple enough. Even at the crawling pace of horse and buggy, driving is safer when one can see the road ahead. At the automobile's speed the hazard of darkness is so increased that some means of illumination becomes imperative. When automobiling attains a degree of generality which demands effective lighting, it is therefore necessary to make a choice between the pole light and the headlight. The disadvantages of the latter have been unduly emphasized and its advantages have had too little attention. It is true that a light which dazzles the approaching driver is a source of actual danger rather than of safety. Ten years ago this might have been a pertinent objection to the headlight—but ten years ago nobody was proposing the use of the pole light as a standard highway practise. To-day, when it is not alone proposed but in large measure practised, the objection to the headlight upon which it is chiefly predicated has been met. The man who drives with a dazzling light does so by choice, and should have as little consideration from the community as he gives.

The average highway, we are reminded, passes through more or less of wooded or shaded territory; it curves with a good deal of freedom; it is sprinkled with hills, long and short, steep and gentle. The presence of trees means that the pole light, no matter how skilfully located, will throw shadows upon the roads; and this condition is accentuated by curves. Every one who has driven in the country at night knows how puzzling these shadows may be when at rest, how alarming when in motion. The writer continues:

We have yet to see, on the other hand, a headlight that will throw a shadow save where there is really an obstacle in the road; and it is more likely to show this obstacle in its true form than as a silhouette whose real significance must be guessed.

For night driving along any road that was ever built our opinion is that no competent driver need ask anything more than the illumination of his own headlights, with single lights on the outside of the curves at the discretion of the authorities. These, however, should be frosted or other-

~Double Size Highest Quality~

You can grow super raspberries like these—twice as large as the ordinary, and of the highest flavor. It's our

Green's Syracuse Red Raspberry

Very hardy and an abundant bearer. Flesh firm and juicy. Fruiting season long.

Other new fruits—Caco Grape, Honeysweet Black Raspberry, Rochester Peach.

Everything for orchard and garden—No salesmen—buy direct and save money.

GREEN'S NURSERY CO., 95-105 Green St., Rochester, N.Y.

64 p. catalog Free—also ask for Green's Free Booklet on Fruit Growing

BUIST'S SEEDS

PRODUCE QUICK & POSITIVE RESULTS

Buist's 1922 Garden Guide and **Catalogue** —now ready for mailing. Contains valuable information for the vegetable and flower garden.

Send for a Free Copy Today.

Buist's Record—Growing and Supplying Seeds of the **Highest Grade since 1828.**

Free Flower Seeds with Orders of 50 Cents and Over

ROBERT BUIST CO., Dept. H, Philadelphia, Pa.

PLANT HARRIS' SEEDS

Have a more productive garden. Our new illustrated Catalogue gives valuable practical pointers on gardening and tells all about choicest pedigreed Flowers, Vegetables Farm Seeds, etc., direct from the grower. Many choice varieties not obtainable elsewhere.

Sent FREE—Write today

JOS. HARRIS CO. Drawer B, Coldwater, N. Y.

LAW

STUDY AT HOME

Become a lawyer. Legally trained men win high positions and big success in business and public life. Greater opportunities now than ever before. Be independent—be a leader. Lawyers earn

$3,000 to $10,000 Annually

We guide you step by step. You can train at home during spare time. Let us send you records and letters from LaSalle students admitted to the bar in various states. Money refunded according to our Guarantee Bond if dissatisfied. Degree of LL. B. conferred. Thousands of successful students enrolled. Low cost, easy terms. We furnish all text material, including fourteen-volume Law Library. Get our valuable 120-page "Law Guide" and "Evidence" books FREE. Send for them—NOW.

LaSalle Extension University, Dept. 152-L-A Chicago

THE THINGS THAT ARE HARD TO TELL YOUR CHILD—

There are delicate facts about sex that your boy and girl *must* know to be safe as they develop into manhood and womanhood. Here are four little books that tell all these things simply and sympathetically. **Book I.** What a Mother Should Tell Her Little Girl. **Book II.** What a Mother Should Tell Her Daughter. **Book III.** What a Father Should Tell His Little Boy. **Book IV.** What a Father Should Tell His Son. Cloth, 75c each; all four for $3.00.

FUNK & WAGNALLS COMPANY, 354-360 Fourth Ave., N. Y.

"ARMES DeGUERRE"

GOLD FILLED Hand Engraved

GENUINE MOTHER OF PEARL HANDLE

25 CAL.

$21.75

32 Cal. $23.75 Regular Value $50.00

The most beautiful gun in the world—gold filled—highest quality of steel—combines beauty with power. A master piece in art and construction throughout. Safe, strong, reliable. Three safety attachments—squeezer grip—accidental discharge utterly impossible—unconditionally guaranteed.

$8.75 25 Cal. BLUE STEEL ARMY AUTOMATIC—32 Cal. $11.75.

OUR OTHER BIG SPECIALS:

Vest Pocket Pistol . . $4.95

Celebrated German Mauser 25 calibre $13.95; 32 calibre $14.95 — Worlds' Famous Luger 30 calibre $23.95 — Hand Ejector Revolver swing out cylinder 32 calibre blue steel or nickel $16.95. Pearl Handle $19.95. All guns brand new, direct from factory, absolutely perfect.

SEND NO MONEY

Pay Postman on Delivery.

UNIVERSAL SALES CO.

790 Broad St. Dept. 37 Newark, N. J.

PRODUCED BY UNZ.ORG
ELECTRONIC REPRODUCTION PROHIBITED

wise fixt so as to throw no beam and hence no shadow. Points of real, active danger might be marked with a pattern of red lights.

Before spending a lot of money in cluttering our highways up with a vast number of useless and meaningless and confusing pole lights, would it not be well to pause for a moment and inquire whether the present status of the headlight is not sufficiently satisfactory to justify us in the expectation that whatever illumination a driver needs he may carry with him?

SAFE CLOTHING FOR THE MILL WORKERS

SAFETY in factories is much more an affair of clothing than is generally supposed, we are told by J. J. Lamb, writing in *National Safety News*. Our quotations below are from an abstract by G. E. Partridge, prepared for *The Journal of Industrial Hygiene* (Boston). In the first place, we are told, thousands of serious accidents yearly are caused by loose or torn sleeves and torn trouser legs. There should be persistent effort to eliminate this risk, Mr. Lamb thinks. Proper clothing for the average workman consists, he says, of reasonably snug overalls and jumpers, or, preferably, a one-piece suit. He goes on:

Injuries to the feet, resulting from accidents, constitute one of the most troublesome kind of accident, and they are especially prevalent in foundries where one-sixth of all injuries are attributed to defective and unsafe footwear. Laced shoes, which are hard to remove in an emergency and are also not sufficiently proof against the entrance of hot metal, are not nearly so good as "congress" shoes. The wearing of easily removable leggings is an added protection, as is also the reinforcing of the toes of shoes to protect the feet against heavy falling objects. Linemen and other electrical workers need specially constructed rubber shoes, and should wear stockings of non-conductive material. In some industries, leggings are necessary parts of safe clothing. A flare at the bottom to protect the instep is invaluable to men working about hot metals, liquids, and acids. Most industrial leggings have spring steel frames which fit closely to the legs, and have flaps that fold under the leggings in the back.

The essential points about aprons are that they should not be worn near moving machinery; that unless made of fireproof material they should not be worn near fires; and that waste should not be carried in the pockets. Caps have their uses—for cleanliness if for no other purpose. Transparent visors are good, but certain conditions require that these be non-inflammable. Helmets are to be advocated for such work as steel construction in shipyards, etc.

Gloves are one of the safety man's hardest problems. They are a serious hazard if worn about moving machinery. Hand leathers so fastened as to be readily released are suitable for some kinds of work. A good fastening is a coil spring attachment covered with leather. For operating machinery in very cold places, loose mittens with only three fingers—one for the thumb, one for the forefinger, and one for the other three fingers—are useful. Properly tested rubber gloves kept sealed and dated until issued for use are necessary for electricians. They should be kept in a fairly cool temperature and tested every

She Doesn't Know

Today her beauty is unblemished; her step is light and quick, her smile is gay, her teeth gleam with the white of polished pearls. A fig, then, for tomorrow!

Yet even now those precious charms are threatened by Pyorrhea and she doesn't know her danger.

It is a grim fact that four out of five people who pass the age of forty are marked by Pyorrhea for its victims. Thousands younger also suffer.

And in almost every case the disease might be prevented if heed were only paid to Nature's warnings.

Watch your gums! They flash the first danger signal.

If they are tender, if they bleed easily when brushed, beware! That is the way Pyorrhea starts.

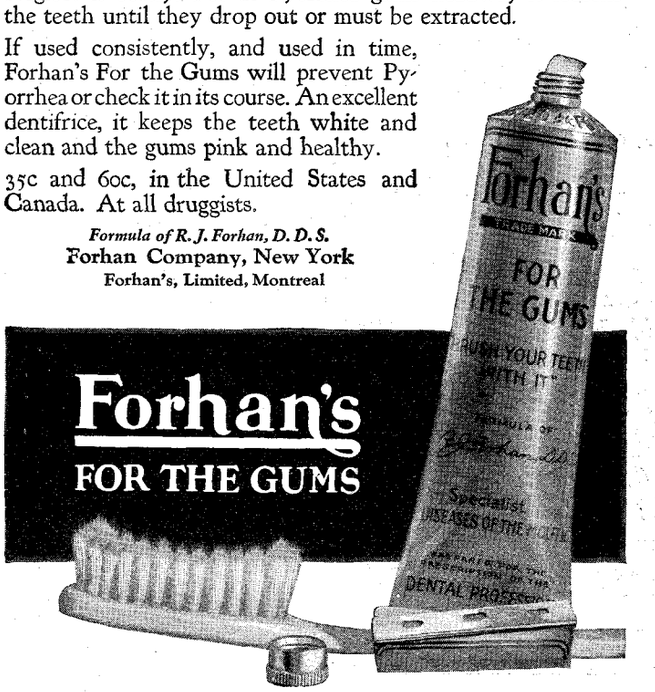
If you have Pyorrhea symptoms go at once to your dentist for teeth and gum inspection, and start using Forhan's For the Gums today.

Neglect is costly. For as Pyorrhea gains headway it loosens the teeth until they drop out or must be extracted.

If used consistently, and used in time, Forhan's For the Gums will prevent Pyorrhea or check it in its course. An excellent dentifrice, it keeps the teeth white and clean and the gums pink and healthy.

35c and 60c, in the United States and Canada. At all druggists.

Formula of R. J. Forhan, D. D. S.
Forhan Company, New York
Forhan's, Limited, Montreal



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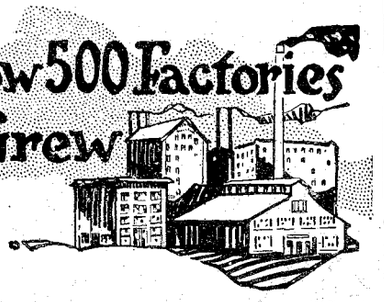
How 500 Factories Grew



HUNDREDS of large, imposing and prosperous factories in Canada stand today as monuments to the efficacy of advertising in THE DAILY NEWSPAPERS OF CANADA.

One Canadian city of over 800,000 population has 83 United States branch factories.

Another city of over 500,000 population has 140 United States branch factories.

Another of over 100,000 population has 53 United States branch factories.

In the smaller cities and towns throughout Canada from coast to coast, are scattered hundreds more, located as best suits their needs regarding raw material, power and shipping facilities.

What has brought about this tremendous investment of money? In many cases the process was this:

Certain United States manufacturers, having found a modest and limited market in Canada for their goods, cultivated this demand by advertising in

The Daily Newspapers of Canada

The market for their goods increased. To supply this market and the British Empire trade which goes with it, they built their Canadian factory. And you will find these Canadian newspapers today carrying the national advertising of these same factories, which are in consequence expanding with the growth and importance of the country.

While it is idle to prophesy, authorities agree that the position of this country at the beginning of 1922 is an enviable one. Business is awakening to the renewed possibilities of a country increasing in population and commercial importance. You can get your share of this business if you

Spend 10 per cent. of your United States appropriation in Canada in Daily Newspaper Advertising

Place	*Population*	*Paper*
Halifax, N.S.	75,000	Herald & Mail
St. John, N.B.	64,305	Standard
" "	"	Telegraph & Times
Quebec, Que.	116,850	Chronicle
" "	"	Telegraph
Montreal, Que.	801,216	Gazette
" "	"	La Patrie
" "	"	Star
Toronto, Ont.	512,812	Globe
" "	"	Star
Hamilton, Ont.	110,137	Herald
London, Ont.	60,000	Free Press
Winnipeg, Man.	196,947	Free Press
" "	"	Tribune
Regina, Sask.	42,000	Leader & Post
Saskatoon, Sask.	31,364	Phoenix
" "	"	Star
Calgary, Alta.	75,000	Albertan
Edmonton, Alta.	65,000	Journal
Vancouver, B.C.	165,000	Sun
Victoria, B.C.	60,000	Colonist
" "	"	Times

Write to any one of these newspapers for specific information—or ask your Advertising Agency.

Prepared by SMITH, DENNE & MOORE, Limited, Advertising Agency, Toronto and Montreal

SCIENCE AND INVENTION
Continued

six months. Gloves in use should be tested at least once a week.

In many plants it has been found that workmen can be persuaded more easily to wear safe clothing, if the plant has a store where such clothing can be obtained at cost.

THE PERIL OF IGNORING IGNORANCE

IGNORANCE is not always a fault. Many things we shall never know; others we have not yet learned. But to think we know when we do not is often fatal. Engineers who are thoroughly familiar with small structures often find that when they build similar ones of greater size they meet with unknown obstacles. This factor has sent ships to the bottom, it has wrecked bridges, and now it has sent a giant dirigible to its fate, if we are to credit an editorial writer in *Mechanical Engineering* (New York). The builders of the *ZR-2* simply did not know how to put together a big airship. What a pity they did not know that they did not know! According to the writer the first Quebec Bridge was also wrecked by engineering ignorance. When it failed, we are told, the general feeling in the profession was that the disaster was due not to lack of competence on the part of the designers and erectors, but rather to a lack of knowledge of the behavior of structures of such size. He continues:

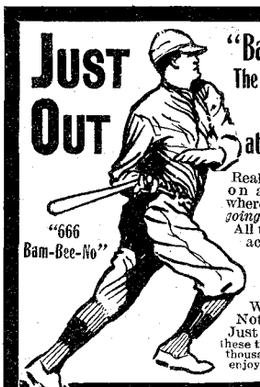
In the early days of ore transportation on the Great Lakes there were several failures of steel ore boats which simply broke in the middle and plunged to the bottom like a stone. This again was ultimately found to be due to peculiar, and, until then, unknown stresses to which vessels of such great length were subjected in certain parts of the Great Lakes. Once this became known, a comparatively simple change of design was made and ore transportation became safe.

There is good reason to believe that the fundamental cause of the airship disaster lies also in lack of knowledge of vital elements underlying the design of large airships. It is, at times, difficult to realize how slight our knowledge of airship engineering really is. We are dealing with structures 600 to 700 feet long, weighing in the air next to nothing. At both ends of these immensely long structures we have operable planes (rudders and elevators) of very considerable size, presenting resistance to the air equal to a pressure estimable in tons, which, with a leverage of some 300 feet, must impose tremendous stresses amidships. What these stresses are we do not know, nor have we either experimental or mathematical bases for computation. This is particularly so, as we do not even know to what extent the theoretically rigid dirigible is capable of flexure.

Such a situation would have been bad enough if we were dealing with materials with whose behavior we are familiar, but we are not. The main resistance parts of the dirigible are constructed of the so-called "duralumin"—an alloy of aluminum and copper, or aluminum and zinc, or all three of them. Duralumin is, however,

JUST OUT

"Bam-Bee-No" The National Game Play Ball at Home or Club



Real base-ball played on any table, anywhere. *Everybody going wild about it.* All the interest of an actual ball game without delays, discomfort, or inconvenience. Excitement! Wow! Oh, Man! Nothing else like it! Just the thing for these times. You'll have a thousand dollars worth of enjoyment every evening.

Bam-Bee-No

Recommended, endorsed and praised by leading ball players. Babe Ruth says: *"I've seen the base-ball game which you have doped out and certainly think you have hit on a popular idea."* Sport writers all say it's a "Wiz." Joe Vila, Sport Editor of the New York *Sun*, says: *"I've played your base-ball game and found it one of the most interesting novelties I've ever seen."*

Don't Buy If You Don't Like Base-Ball

You'll be crazy about it right from the start. Two or more can play—the more on the sides the greater the fun. **Exactly the same as base-ball.** All the tight pinches; strikes, balls, hits, doubles, triples, home-runs, wild pitches, passed balls, *sacrifices*—**every combination known to base-ball.** "Three men on—two outs—and, zing"—"666! Home Run! Bam-Bee-No!" Oh, Man! Don't miss this fun. Be first in your neighborhood. Give a "Bam-Bee-No" party and see what a hit you make. (Not for tots.) "Bam-Bee-No". The National Game, complete with playing field, nine men, three counters, three "combination cubes" and original copyrighted book containing every play known to base-ball all in handsome box with full directions for use. $1.50 prepaid. (Canada $2.) **Special Offer** If not satisfied after 3 days' trial return the game and we will refund your money. *Descriptive folder free.*

$1.50 Postpaid

THE NATIONAL GAME CO., 112 Tenth Street, Toledo, Ohio

SAVŌ Air Moistener

Saves Health, Furniture, Pianos, Fuel, Paintings, Plants, etc.
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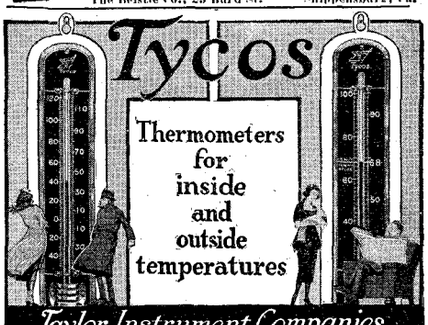

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a new alloy, practically a "war baby," and we have only scant knowledge as to its behavior and next to no knowledge as to its ability to withstand repeated stresses—something of particularly great importance in a structure that is vibrating like a string all the time. In airship design we have therefore to meet unknown stresses with a material of unknown qualities, which would be bad enough in itself but is stupendously aggravated by another circumstance, and that is the very low factor of safety employed in airship construction.

In a bridge, an ore boat, an automobile, the writer goes on to say, generous factors of safety are used wherever there is doubt, because there is no vital gain in lightness outside of the cost consideration, which should be secondary. But this is not so in an airship, which must carry a certain weight of gasoline, oil and useful load; and every pound of these reduces the weight of metal that can be put into the structure. The result is that members one-sixteenth to one-eighth of an inch in thickness are by no means uncommon in dirigible construction; and members of such slender dimensions in duralumin, under tremendous stresses, no longer possess a factor of safety but rather what the writer calls "a factor of daring." He proceeds:

The airship has a certain military value, and in a war structure the lack of sufficient safety may not be considered a vital objection to its employment. For peace purposes the airship can probably be also made sufficiently safe after enough time and money have been spent in experimental work. It may be of interest to note that out of about fifty big dirigibles built so far at least one-third have met a violent end.

It was evidently from such a point of view as that that the National Advisory Committee for Aeronautics passed a resolution recommending the government to continue its work on dirigibles, and to purchase for this purpose a discarded German Zeppelin. A more thorough investigation of the properties of duralumin, its heat treatment, "aging," behavior under alternating stresses, etc., might also be of interest, and not for the design of dirigible airships only.

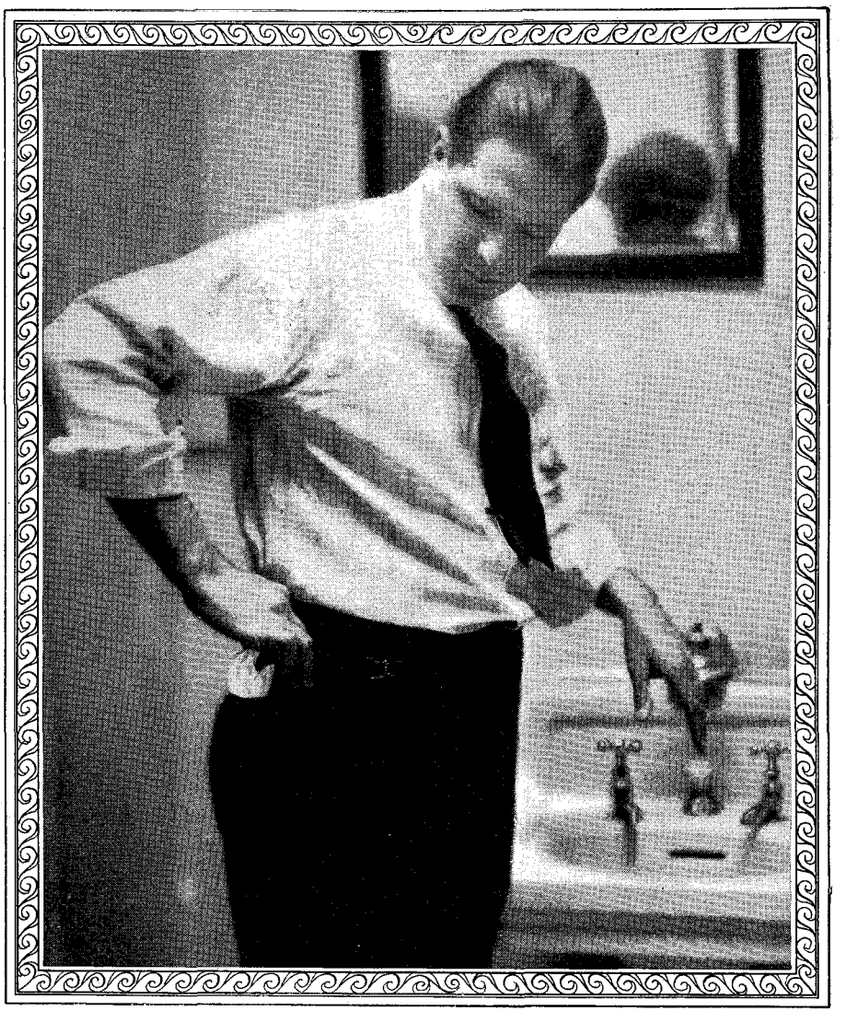
Classified.—The politician rushed past the official Cerberus in the editorial sanctum. "What do you mean by insulting me as you did in last night's *Clamor?*"

"Just a minute," replied the editor. "Didn't the story appear as you gave it to us—namely, that you had resigned as city treasurer?"

"It did," admitted the politician. "But you put it under the head, 'Public Improvements.'"—*The Argonaut* (*San Francisco*).

Doubly Significant.—Small boys often ask embarrassing questions. A preacher was addressing the Sunday School and explaining the significance of white. "Why," he asked, "does a bride desire to be clothed in white at her marriage?" As no one answered, he went on, "Because white stands for joy, and the wedding day is the most joyous occasion in a woman's life."

Immediately a little fellow piped up, "Please, sir, why do the men all wear black?"—*The Veteran Magazine.*



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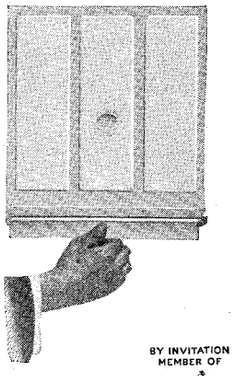

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INVESTMENTS AND FINANCE

BUSINESS HOPES FOR 1922

AT the turn from the old year to the new our economic and financial authorities leave their regular tasks to characterize the year that has passed and to cast the economic horoscope for the year which is beginning. Roughly summing up the enormous mass of statistics and comment in the columns of the daily and financial press, it might be said that the note is one of measured optimism. 1921 was a lean year; 1922 will not be fat, but it can hardly be quite so lean. No one expects a record boom, but almost everybody expects some improvement. *Dun's Review*, for instance, looks for "further gradual commercial recovery." The head of the Federal Reserve Board expresses his "sober conviction that basic financial conditions are very much better than they were twelve months ago," that "we are nearly at the end of a long period of slow liquidation, business depression and stagnation." Secretary Hoover believes "we can look forward to a year of recuperation." Indeed, he points out, "except for the seasonal dip of winter we should have a continuous lessening of unemployment and an increasing betterment in the agricultural situation." Secretary of the Treasury Mellon says guardedly that "the recovery in the general situation has been greater than any one had a reason to expect a year ago, and it gives some index to the prospects for the future." Charles M. Schwab, one of the two or three outstanding figures in the great steel industry which has just passed through a twelvemonth that is freely characterized as the worst year in the history of steel, is convinced that we are "gaining ground." "It is a long road we have to travel," the New York *Journal of Commerce* quotes him as saying, "for there is no short cut to real prosperity, but we have already left behind the worst of our troubles." Chairman James B. Forgan of the First National Bank of Chicago warns us in *The Bond Buyer* that the period of convalescence following such a catastrophe as that of the recent war is likely to be a lengthy one.

But "generally speaking," we read in a bulletin of the Mechanics and Metals National Bank of New York, "the spirit of confidence predominates." Mr. B. C. Forbes characterizes the general attitude of responsible men of affairs with whom he has talked as "one of moderate optimism." The editor of the financial section of the New York *Evening Post* feels that "the worst of the depression is past and that a gradual recovery in business has begun." Summing up a symposium in *The Evening Post's* financial and business review of the year, he finds "a notable uniformity of opinion that the coming year will be marked by gradual recovery rather than by any sudden improvement or anything approaching the nature of a business boom. With regard to the course of prices the prevailing opinion is that the tendency of a general price level to recede will continue with perhaps occasional upward swings of short duration and with a considerable leveling between prices in different groups of commodities." *Bradstreet's* sees the business barometer now set at about "fair." But, it comments, "courage and care seem to be essentials in the commercial world as we face the uncertainties of 1922." Three big features of 1921 which may throw some light on the developments of 1922 are, according to *Bradstreet's:* the progress made in deflation of costs, which was essential to any improvement; "the perceptible improvement in the international, political and financial situation which, however, leaves much still to be desired and done, especially in Central Europe"; third, the demonstrated superlative importance to the country of the Federal Reserve Banking system.

It seems to the New York *Times* that "the best forecast for the future lies in the fact that two of the most trying years in financial or industrial history lie behind us with an unusually small 'butcher's bill.' There are many casualties but the wounds are less frightful than usual." Mr. Alexander Dana Noyes, now the financial editor of *The Times*, thinks that the best way to look into the new year is to summarize fairly and frankly all of the unfavorable weather signs and then see what we have of opposite character to set over against them. He states the discouraging facts thus:

1. Absence of the hoped-for recovery in business activity; a smaller volume of trade at the end of 1921 than at its beginning, production of iron and steel, the traditional barometer of trade, averaging now only 30 per cent. of capacity, as against 70 or 80 per cent. a year ago. Along with these considerations, failure of prices of merchandise to recover except in a few isolated markets.

2. Wide-spread unemployment because of trade depression; manifestly great decrease in the community's purchasing power because of unemployment and reduced wages and diminished profits.

3. Distress in the agricultural sections, where the fall in prices for farm products has been out of proportion to reduction of cost for what the farmer has to buy. Failure of agricultural prices to recover appreciably from the lowest except when, as with cotton growers, sweeping reduction of planted acreage had deliberately created scarcity.

4. Inability of the railways, even at the height of Autumn traffic, to earn the surplus designed by the Interstate Commerce Commission's rates; wholly inadequate revenues in the case of many railways; this,

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moreover, occurring in face of a probable future reduction of rates early in 1922.

5. Rapid decline in our export trade, leaving the surplus of exports over imports in the closing months of 1921 lower than in the corresponding months of years before the war.

6. Economic confusion in Europe, notably in the Central States, where paper currencies have been inflated during the past few months with greater rapidity than at any previous time. Consequent demoralization of foreign exchange rates on those countries, and increasing difficulty of trading with them at all. In Germany's case, breakdown of the contracted reparations payments, with the political crisis created by that default.

Six reassuring considerations are set down by Mr. Noyes to balance the above:

1. Forced liquidation in trade and industry has been completed; general and continuous fall in prices has been arrested since the middle of 1921. If prices are not rising, they are not falling, which removes the most serious barrier to reviving trade. With so long a stretch of time behind the markets, during which prices have as a whole remained steady, the time for some genuine revival of trade should by all past experience be reasonably near at hand.

2. Unemployment will necessarily disappear with trade recovery; meantime, two results highly favorable to the economic state have already been achieved—readjustment of labor costs to a rational basis hardly even hoped for a year and a half ago, and acceptance of such readjustment by labor in a spirit of understanding which shows how completely the Bolshevist propaganda of 1919 has broken down.

3. Low prices for agricultural products have brought about also great reduction in cost of production, an achievement which will eventually increase the farmers' profits beyond even those of the extravagant war-time days. The past season's agricultural prices have, moreover, enabled the United States to hold its export trade in such commodities at a time of urgent competition.

4. Railways have proved their ability to meet the problem of suddenly declining traffic with such sweeping reduction of operating expenses as averted entirely the insolvencies which had been widely predicted for 1921. Increase in volume of traffic is by all past experience an absolute certainty after a year of extreme depression. When such revival comes, whether before or after recovery in general trade, it will find the railways administered with a maximum of economy, thus insuring large net receipts.

5. The reduction in our export trade means that what is now being done is on a paying basis and is not conducted with the reckless recourse to long credits of doubtful soundness which caused the collapse of a year ago. It also means that our exporting merchants will now be compelled to master the science of foreign trade (the only way of retaining it), instead of trusting to luck and to this country's prestige.

6. Every political and financial indication of the moment shows the whole world's purpose of grappling with Europe's problems in a serious way. The economic rehabilitation of France and England, in regard to paper currencies and foreign trade balance, has already gone surprizingly far and will by all signs go further still in 1922. Traditions of financial history indicate that the extraordinary movement of foreign exchange rates in favor of most European countries has been a forecast of future events rather than a reflection of events present or past. The problem of Central Europe is undoubtedly far from solution, and so are the German reparations, but the plan for an international economic conference at least foreshadows such energetic attack on the problems as has not occurred on any previous occasion.

While 1921 was a year of adversity, it was also a "year of restored credit," *The Wall Street Journal* reminds us. The Federal Reserve ratio of gold holdings rose from 45 to 71 per cent. Instead of burdening our readers with eye-wearying columns of statistics we simply repeat *The Wall Street Journal's* observation that "all the major indices—bank clearings, share speculation, railroad traffic, sea commerce, iron, steel, soft coal, security and commodity prices—betray a common shrinkage." Agriculture shows only a moderate loss in volume, except in the cotton crop, but there was a tremendous collapse in values. The shrinkage in bank loans and money rates is considered a good sign. Commodity prices, which touched their peak in the spring of 1920, struck bottom about midsummer of 1921. Since then they have held fairly steady with some rebound. Between the beginning of the year and the end there was an actual recession of only about 11 per cent. These, we read, "are wholesale prices; retail prices are still a topic for such commentators as Gary, Daugherty—and retail associations." The steel industry has just passed through what *The Wall Street Journal* calls the worst year the trade has ever experienced. The total production in 1921 was the smallest since 1908, the plants averaging about 36 per cent. of capacity production for the year. But producers look forward to a fair volume of demand with increasing operations by early spring."

OUR INCREASING TRADE WITH THE EAST

IN comparison with the decrease of our export trade to Europe during the last two years, the extent to which we have been able to hold our gains in trade with Asia seems significant to *The American Banker*. This journal reprints from the Brookmire Economic Service's *Forecaster* a table showing how our export trade has been distributed for the last twelve years. The figures, it is noted, show "that our present export business with the East is two and one-half times what it was before the World War," and "point out very clearly our growing interest in the improvement of conditions in China, the greatest of all Far Eastern markets." This table shows the distribution of United States export trade by percentages:

	Europe	North America	South America	Asia	Oceania	Africa
1909–1913	63	23	6	4	3	1
1914–1918	67	19	4.5	6	2	1
1919	66	16	6	9	2	1
1920	54	23	7	10	4	2
*1921	52	26	6	10	4	2

* 9 mos.

He turned his face away

A BIG, important order was at stake. The competition was close, but the salesman thought he had the deal pretty well cinched. It looked easy.

In warming up to his closing argument he talked fast and edged a little closer to his prospect. *Then something happened.* The purchasing agent's expression changed. He turned his face away—and his attention, too! The interview terminated rather abruptly. The order went to a rival firm.

* * *

Halitosis (the medical term for unpleasant breath) had ruined the sale.

Halitosis, that invisible thing that retards many and many a man in business. Even your best friends will rarely tell you if you suffer this way. Yet that is the very reason why you should give it just enough thought every day to avoid it. Especially when the precaution is so simple and easy.

Doctors will tell you that nine out of ten persons suffer either now and then or chronically from halitosis (unpleasant breath). It may come from smoking, drinking, eating. It may be due to a disordered stomach, bad teeth, catarrh, lungs or some other organic disorder. If it is due to these latter causes, better see your doctor or dentist. Often, though, it is only a temporary thing and can be easily controlled by using Listerine regularly as a gargle and mouth wash.

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If you are not familiar with Listerine and its many uses just send us your name and address and fifteen cents and we shall be glad to forward you a generous sample of Listerine together with a tube of Listerine Tooth Paste sufficient for 10 days' brushings.

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My object in sending for the free samples (if you will forgive me) was to determine whether or not Edgeworth was being made any different—that possibly the samples (like whiskey samples used to be) were the best and finest of the whole output.

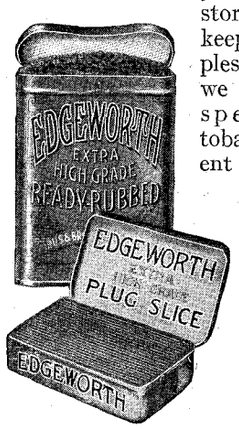
But on smoking the samples I find no difference whatever, and so I am convinced beyond the shadow of a doubt that Edgeworth *always is* of the same superior quality in all its forms, and further, that my little joke in asking for and receiving something for nothing will be excused by you on the plea of curiosity.

In thanking you kindly for your courtesy in sending free samples, I hereby solemnly promise to fill any man's (reasonable-sized) pipe with Edgeworth tobacco of my own purchase, to convert him to that really *good smoke*, "Edgeworth,"

Very sincerely,

(Signed) Arthur John Lewis

Edgeworth samples are no different from the regular Edgeworth tobacco you can buy in a store. We wouldn't keep "special" samples any more than we would have a special kind of tobacco in a different pouch in our pocket to hand to a friend.



We do not think our effort is wasted if we send free samples of Edgeworth to a man who doesn't find it exactly suited to his taste.

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To Retail Tobacco Merchants: If your jobber cannot supply you with Edgeworth, Larus & Brother Company will gladly send you prepaid by parcel post a one- or two-dozen carton of any size of Edgeworth Plug Slice or Ready-Rubbed for the same price you would pay the jobber.

CURRENT EVENTS

FOREIGN

December 28.—Premier Lloyd George states that the Anglo-Irish treaty can not be amended and that it would be fruitless to reopen the discussion.

People are eating the bodies of their dead at Ramikovesky, Russia, it is reported to the All-Russian Soviet Congress.

December 29.—The Reparations Commission informs Germany that she must pay the January 15 instalment without delay or be considered to have violated the treaty.

The Indian National Congress adopts a resolution proposed by Mahatma Gandhi, declaring for continuation in the policy of non-violence to obtain independence from the British Empire.

Minister of War Trotzky announces to the ninth All-Russian Congress that the Soviet Army and Navy, now totaling 1,595,000, must be prepared for war next spring.

The Banca Italiana di Sconto, one of the largest banks in Italy, suspends payment and closes its doors shortly after the Government announces a moratorium.

December 30.—The Paris economic conference, attended by representatives from various European Powers, decides to form an international association of private enterprise, with a capital of £20,000,000, distributed among France, Great Britain, Italy, the United States and Germany, to reestablish the international credit of Europe.

Egyptian troops are compelled to fire on rioting mobs, and it is reported that five persons are killed and fifteen wounded.

A corporation with an initial capital of 1,200,000,000 marks has been organized to construct a canal connecting the Rhine, the Main and the Danube, it is reported from Munich, Germany.

December 31.—Lenin has been reelected executive head of the Russian Soviet government by the ninth All-Russian Soviet Congress, according to a dispatch from Moscow.

January 1.—A republic has been proclaimed in India by leaders in the Nationalist movement and armed defense has been sanctioned, according to an announcement made in Washington by Sailendra N. Ghose, Director of the unofficial American Commission to Promote Self-Government in India.

January 2.—Ambassador George Harvey is informed by British authorities that the success of the Consortium proposed in Paris for the economic restoration of Europe is dependent on participation by the United States.

January 3.—The Dail Eireann reconvenes in Dublin to take up the question of ratifying the Anglo-Irish peace treaty. Cardinal Logue, Primate of Ireland, asks the congregation of the Armagh Cathedral to pray that the pact be ratified.

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Extensive military preparations are under way along the frontier between Russia and Finland.

DOMESTIC

December 28.—Elihu Root, one of the American delegates to the Washington Arms Conference, offers a resolution against the unlawful use of submarines against merchant ships. The resolution meets with the approval of the five Powers, but no definite action is taken.

A petition asking that a receiver be appointed for the Ku Klux Klan is filed in the Superior Court in Atlanta.

December 29.—Secretary of Commerce Hoover says that no international economic conference will be called by the United States after the adjournment of the Arms Conference.

December 30.—The five naval Powers at the Washington Arms Conference agree on fixing a 27,000-ton limit for air-plane carriers, and limiting the number of carriers to five each for Great Britain and the United States, three for Japan, and two each for France and Italy.

Eddie Stinson and Lloyd Bertaud establish a new world's record for endurance and continuous flight at Roosevelt Field, Long Island, by remaining up 26 hours, 19 minutes and 35 seconds, eclipsing the former record by 2 hours and 33 seconds.

Acting under direction of President Harding, Secretary of Agriculture Wallace calls a conference on agriculture, to be held sometime in January.

December 31.—A provisional agreement between the United States and Japan provides for the allocation to the United States of the cable from Yap to Guam; to Japan the cable from Yap to the Japanese island of Naba, and to Holland the cable from Yap to Menado.

Senator Boies Penrose, of Pennsylvania, Chairman of the Finance Committee, a leading national figure in Republican ranks, dies in Washington in his 62nd year.

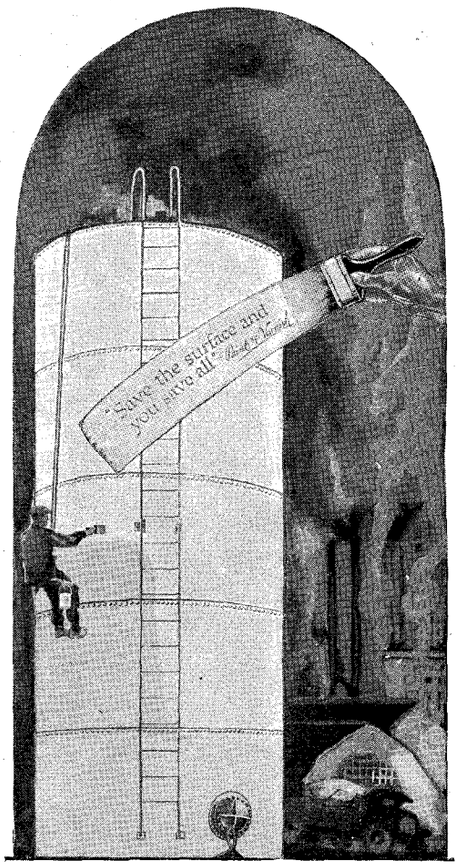
Diplomatic relations between Germany and the United States are resumed when Karl Lang, Chargé d'Affaires of the Berlin Government, presents his credentials to Secretary Hughes.

January 1.—The special trade delegation of the Far Eastern Republic makes public in Washington an alleged plan between France and Japan for setting up in Siberia a conservative Russian government under the control of Japan, with the understanding that French interests will be conserved. The American Government accepts the French and Japanese delegates' denial of the allegation.

January 2.—President and Mrs. Harding greet 6,500 people at the New Year's reception in the White House.

January 3.—The French delegates to the Arms Conference announce that the French Government accepts in principle the Root proposal outlawing submarine attacks on merchant vessels.

The President and his Cabinet decide that the United States can not be expected to take the initiative for a world economic conference or a European consortium.



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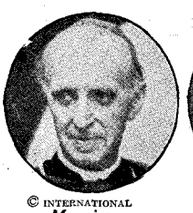
Sims

Wilson


© INTERNATIONAL
Mercier

Foch

Hindenburg

Old World Intrigue Laid Bare!

HOW the murder of a prince and his wife in a little Serbian town in 1914 gave a pretext for declaring war—almost overnight. And then—how "diplomacy" was like a joke in Europe. Treaties between sovereign states became "scraps of paper." Constitutional rights of countries were violated. Nation after nation was drawn into the vortex—England, France, Russia—thirty in all. The greatest—and the worst—war of modern times was fought.

Now that correspondence of the intrigues and secret diplomacy that brought on this war has been revealed, it has been carefully collated and printed for your information in the opening pages of

The Literary Digest

History of the World War

THIS GREAT WORK, in TEN big volumes, is the result of four years' labor. It tells the WHOLE STORY as never told before, of that terrible struggle, which, despite twentieth century civilization, lasted five years, killed or injured nearly thirty million human beings, destroyed six thousand ships, brought about "meatless" days and suffering throughout the United States, laid waste vast parts of Belgium, Poland, and Serbia, completely changed the face of Europe, and imposed a tax on every one of us that we are still paying to-day. You ask how such a conflict would rage so long among nations professing to be religious and most of them worshiping the same God? For answer read this remarkable History. It will give you a clearer insight into the causes underlying the war—'way back of that royal couple's murder in Serbia—than you can possibly get from any other source.

Generals as Historians

The Literary Digest History of the World War is not a mere one-man history. It is a careful compilation by Francis Whiting Halsey of official reports and thrilling personal experiences supplied by distinguished officers and enlisted men in the fight; by war correspondents, strategists, statesmen and other authorities.

You will read what was said by General Pershing, Marshal Foch, Admiral Hugh Rodman, Field Marshal Haig, Major-General von Bernhardi, Field Marshal von Hindenburg, Major-General Maurice, and other noted officers on both sides.

You will find elaborate reports, official and otherwise, of blood-stirring happenings, deeds of daring, suffering, sacrifice, cruelty, torture, massacre. One tells you of works of kindness and charity. Another tells of acts of wholesale murder and destruction.

Full Accounts of Battles

You will read thrilling reports of battles in France, Belgium, Italy, Russia, Japan, China, Egypt, the Holy Land, everywhere—on land, on and under the water, in the air. You will read—perhaps for the first time—carefully guarded information about the transportation of two million American soldiers to Europe, notwithstanding German submarine activity.

You will discover the remarkably quick turn in the tide of the war when the "Yanks" finally landed on the firing line.

You will devour the memorable campaigns of "Our Boys"—maybe of YOUR boy—thru every glorious engagement, including the memorable moment at Chateau Thierry, where the French had been fighting almost hopelessly for days, when the American officers hurried up, saluted and spoke eight words to the French: "Vous êtes fatigués. Vous allez partir. Notre job." ("You are tired. You get away. Our job.")

From that point you will follow the triumphant course of our armies thru the Marne salient, in the Argonne, at the St. Quentin Tunnel and on to the overwhelming victory under General Pershing at the St. Mihiel salient.

Was Your Boy There?

These battles, with the names of troops taking part, have gone down into history and taken their rightful places with the battles of Bunker Hill in 1775, New Orleans in 1815, Gettysburg in 1863, Manila Bay in 1898. The Literary Digest History of the World War in your home tells of these glorious deeds and will lead your children and generations to come to revere the memories of their ancestors as we now do homage to the valorous achievements of Washington, Lafayette, Andrew Jackson, Grant, Lee, Dewey, and others who gave us our heritage of freedom and made possible the United States as it is to-day.

EVERY American home should have this History—for study and reference. Especially should it be in homes from which a father or son or husband or brother went into the war. Perhaps you never have heard the whole story of what HE did! And so you should have this History. You should have a complete, authentic record of HIS achievements as shown in accounts of when and where HIS company or regiment or division went "over the top," and how HE helped to strangle German imperial autocracy. This History links HIS life and HIS heroism with the greatest military victory of civilization.

More Than a War History

The Literary Digest History of the World War does not end with the signing of the armistice in 1918. It vividly describes all the events of reconstruction days, including the surrender of Germany's ships. It tells of the abdication of Wilhelm, the German Kaiser; his flight into Holland; his life at Amerongen. It gives long-suppressed facts about the abdication, imprisonment and cold-blooded murder of Nicholas II, Czar of Russia.

You have all the facts about President Wilson's activities in the war, from his proclamation of neutrality in 1914 to and including trips to the Paris Peace Conference, and his veto of the Knox Peace resolution in 1920. The story has never been published before in such readable form.

Nothing But Praise

General Pershing said he was "very pleased to have this valuable History in his library."

Ex-Secretary of the Navy *Josephus Daniels* said: "It is remarkable how full and clear and informing this narrative is. It will be of lasting value and its pages will be drawn upon by future historians to emphasize this or that phase of the great struggle."

Major-General Leonard Wood said: "Your work will give the general public a very satisfactory and interesting story of the war and furnish information which the reading public is anxious to obtain and will enable it to follow the progress of the war from the beginning to end. It will also furnish a useful reference for the military student."

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On receipt of $2 and a copy of the coupon below we will forward to your address, ALL CARRIAGE CHARGES PREPAID, the ten volumes of The Literary Digest History of the World War. The remaining $23 of the purchase price you can send in instalments of $2 a month.

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THE ▾ SPICE ▾ OF ▾ LIFE

A Fellow Feeling.—Mail robbers never bother the bills. Maybe there is such a thing as honor among thieves.—*Greenville Piedmont.*

Real Consideration. — "Yassuh, mah Sambo am a perfect gemmum, even if we-all do get into a spat now an agin. Yassuh, he nevah hits me where it shows."—*The Orange Owl.*

What She Liked.—SHE—"I like your cigarette holder."

HE—"Why, I never use one."

SHE—"Don't be so dense."—*Williams Purple Cow.*

Base Deceiver.—"Have you broken off your engagement?"

"Yes. The wretch told me he was a bookmaker, but I found out that he was only an author."—*Copenhagen Klods Hans.*

Revenge Is Sweet. — EX-DOUGHBOY—"Did you ever get even with that second loot since the war?"

EX-BUDDY (now a plumber)—"I'll say so. I fixed some pipes in his cellar."—*The American Legion Weekly.*

A Changing Feature. — JACK —"Ma! Freddie's been hurt at football!"

FOND MAMMA—"Oh, dear, dear! What does the telegram say?"

JACK—" 'Nose broken. How shall I have it set—Greek or Roman?' "—*London Mail.*

Immaterial.—The office stenographer was mentally upset over her inability to spell "graphic." "How do you spell graphic, with one 'f' or two?" she asked. "If you are going to use any," the genial boss replied, "you might as well use two."—*The Veteran Magazine.*

Simple if You Know How.—BOSH—"Just saw a man with his arms off at the shoulder cutting wood. Quite a difficult stunt."

FROSH—"How did he do it?"

BOSH—"He held the handle in his mouth and turned somersaults."—*The Orange Owl.*

Knew His Way.—STRANGER (at Continental palace gates)—"This is visitors' day, is it not?"

ATTENDANT—"Yes, sir. Shall I show you round?"

STRANGER—"Oh, don't trouble. I used to be King here once."—*The Passing Show (London).*

Why the Restaurant Failed.—That brilliant and erratic novelist, the late Edgar Saltus, despised politicians. "When a politician," he once said in his Madison Square apartment, "does or says a good and generous thing it is always an accident, a mistake. The politician in this is like the stingy farmer. He was walking his wife along a city street looking for a place to eat in. They approached a handsome restaurant with a sign before the door saying: 'Luncheon 12 to 3, 50 Cents.' The old lady never dreamed of stopping before such a fine place, but her stingy husband held her up. 'We'll go in thar,' he said reflectively. 'It aint a bad bargain, Hannar—three hours' steady eatin' for half a dollar.' "—*The Argonaut (San Francisco).*

Not Enough.—"Pamela, do try to be content with your lot!"

"That's just the trouble, Auntie. You see, it *isn't* a lot!"—*London Mail.*

Dove a la Diplomat.—"Some o' deshere diplomats," said Uncle Eben, "looks like dey was after de dove of peace wif a carvin' knife, same as if it was a turkey."—*Washington Star.*

They Go Together.—Our subscriber at Noah's, Ark., wants to know whether, if Japan is allowed to keep the battle-ship *Mutsu*, Uncle Sam will be allowed to build a *Jeffsu.*—*Arkansas Gazette.*

Thumbs Down.—THE COMEDIAN (during pantomime rehearsal)—"Wake up, sir—how can you give an opinion when you're asleep?"

THE PRODUCER—"Sleep, my boy, is an opinion."—*London Opinion.*

Doing Her Best.—"Mary, were you entertaining a man in the kitchen last night?"

"That's for him to say, mum. I was doing my best with the materials I could find."—*Liverpool Mercury.*

Considerate.—"Would you mind driving a little slower, old man?"

"Not getting scared, are you?"

"Oh, no, nothing like that, but I'd hate to take an unfair advantage of my life insurance company."—*New York Sun.*

The Value of Variation.—"Why do you constantly favor new methods of taxation?"

"I consider it necessary," said Senator Sorghum, "to enable the people to look forward to some kind of a change. If we can't satisfy 'em, we can at least keep 'em hopeful."—*Washington Star.*

She Knew a Hog.—A New Orleans lady was waiting to buy a ticket at the picture show, when a stranger bumped her shoulder. She glared at him, feeling it was done intentionally.

"Well," he growled, "don't eat me up."

"You are in no danger, sir," she said, "I am a Jewess."—*The Lawyer and Banker.*

Pending.—"Well, want to marry my daughter, I suppose?" snapped the grouchy old millionaire as he glowered at the timid youth before him. Then, adjusting his glasses, he added: "By the way, aren't you one of my daughter's former suitors?"

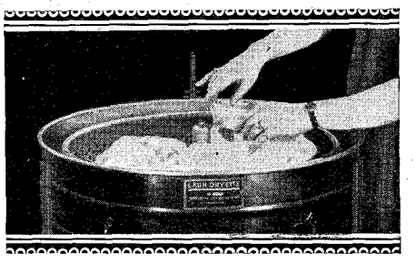
"N-n-no, sir," faltered the cheerless one "but I expect I soon will be one."—*The American Legion Weekly.*

A Long Way to Go.—COLORED RECRUIT—"Say, sahjent, lucidate to me de s'nificance ob dis heah numbah which 'pears on mah loomnum lavilleah."

OLD-TIMER—"Boy, lissen to knowledge. Dat's yo' heavenly billet numbah in case de ole bony gent wid de crooked razoo axdentally unhitches yo' soul from yo' galluses."

COLORED RECRUIT—"Hot towel! Sho hopes mah wings fits bettah dan dese cow-hide bahges, p'vidin' ah has to propel mah-se'f to Numbah 3,250,884 Pah-dise Avenoo."—*The American Legion Weekly.*

WASHING De Luxe



Leave on your watch and your rings if you like. It is perfectly safe to leave them on because when you wash with a Laun-Dry-Ette you handle only *moist* clothes, never wet clothes. There is none of the sloppy wetness that surrounds the ordinary washday. You wash, rinse and blue in one tub—no need for extra tubs and no feeding through a wringer—because the Laun-Dry-Ette whirls a whole tubful wringer-dry in one minute without a wringer.

Hands never in the Water

Astonishing as it is, and hard for many people to understand until they see a demonstration, you never need put your hands into the water. This prevents red or chapped hands, swollen finger joints, and is a blessing to every woman with the slightest rheumatic tendency. When you wash the "Laun-Dry-Ette Way" the machine does nine-tenths of the work and yet none of the principles of good washing are neglected. Any Laun-Dry-Ette dealer will gladly demonstrate this.

The one Washing Machine that Dries for the Line without a Wringer

The Laun-Dry-Ette washes everything including large bulky pieces that cannot be handled by ordinary machines. It dries everything for the line in one minute by centrifugal force, saving buttons, fasteners and hooks from injury.

Tubs are of finest copper heavily nickel plated inside; mounted on roller bearing casters—the finest construction throughout, very durable and reasonably priced. Approved by the Good Housekeeping Institute.

If there is no dealer near you take this advertisement to the nearest electrical or hardware dealer and have him order a Laun-Dry-Ette for you. He will be glad to do it because he knows we desire an authorized Laun-Dry-Ette dealer in every city. Write for our wonderfully interesting booklet, *"The Washing Machine That Does More".*

Tel-U-Where Information Bureaus will direct you to our dealers

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1198 East 152nd Street, Cleveland, Ohio

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LAUN-DRY-ETTE
electric washing machine
WASHES AND DRIES WITHOUT A WRINGER

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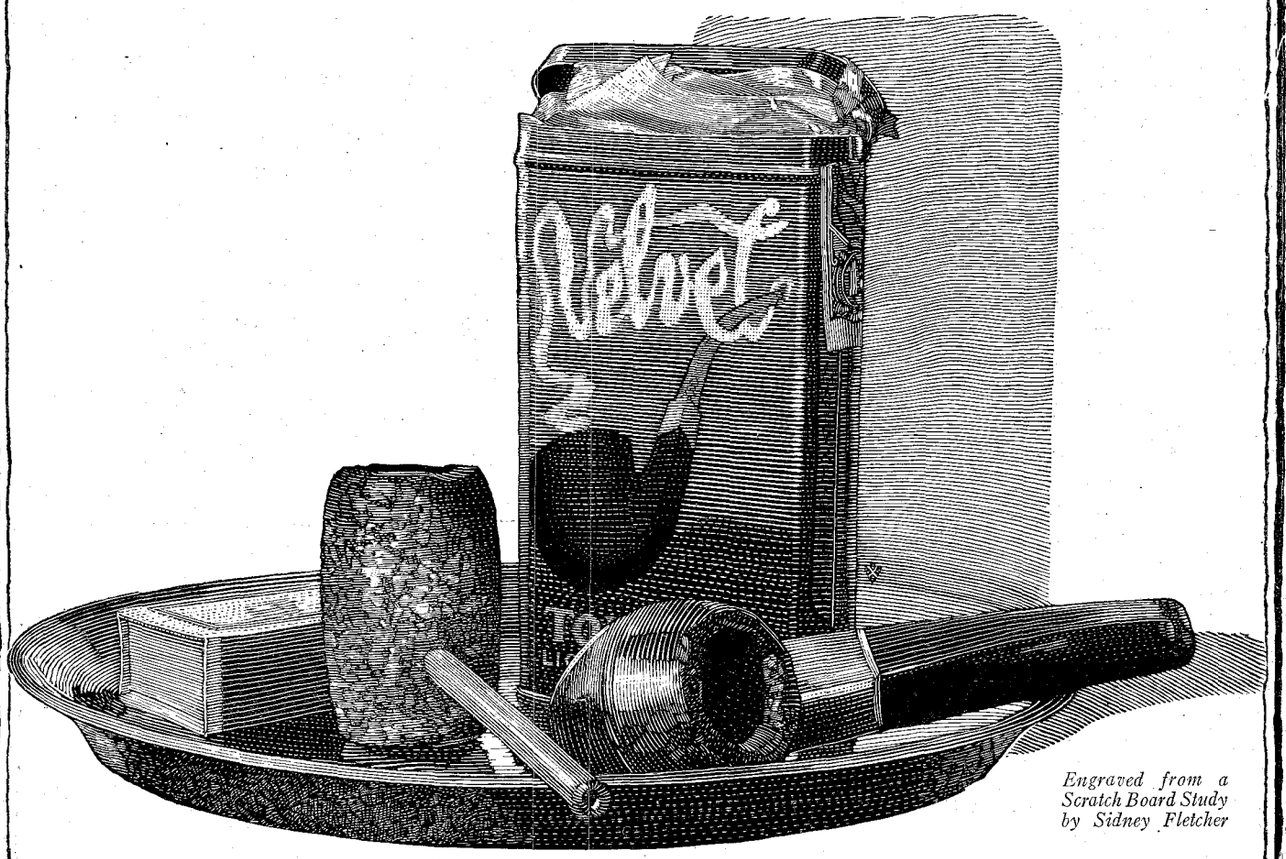

Engraved from a Scratch Board Study by Sidney Fletcher

OLD CORN COB & BUCK BRIAR

LET THEM TALK — AND YOU'LL HEAR SOMETHING

LISTEN—"Don't jam us full of those harsh, bitey tobaccos and then expect us to give you a square deal. We can't do it. The tobacco's got to be right.

"GIVE us a chance; fill us with mellow VELVET—that sun-ripened KENTUCKY BURLEY. Nary a bite and no harshness there. Just couldn't be. It was aged in wooden hogsheads for two years. And believe us, you can't beat that way to mellow tobacco and make it just right for a pipe.

"TAKE it from a pair of ole timers—fill your pipe with VELVET and you'll know what real pipe smokin' means."

Write to Velvet Joe, at 4241 Folsom Ave,, St. Louis, Mo., for his 1922 Almanac. Sent FREE.

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